



Log 130

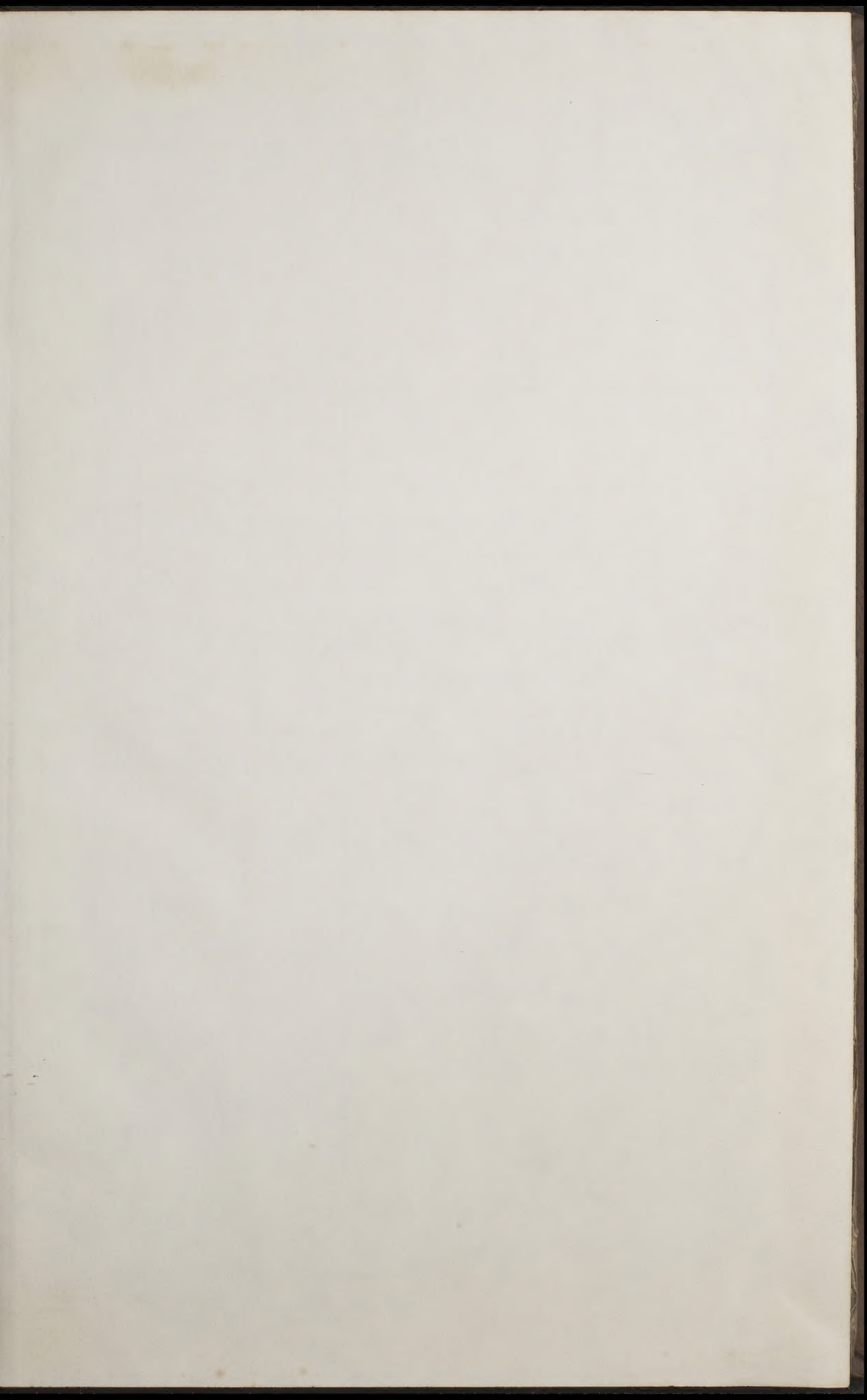
18175













# Brig Malta, from Boston

At 11. 00 AM. got my papers from Custom House and went on board when I found the Pilot in waiting - Cast off fasts and spread all sail to a light wind from Westward - A.

Saturday 1<sup>st</sup> Octob. 1833. Sea Account.

At half past twelve the Pilot (Lovel) went away & we bore up to East. - At 4 P.M. wind came in a good breeze from S.E. - At 7 P.M. Thatcher's Is. light bore N.W. by N. 1/2 W. 1/2 or 5 Leagues wind at South. -

At 8 P.M. steer East to go out the North Channel - before morning the wind got into N.W. very light and thick fog - Latter part wind at N.E. light & foggy. No Obs. -

Ther. 62 - Long. DR. 69. 13 W. Lat. DR. 42. 45

Sunday 7<sup>th</sup> - 2 days out.

Began with light air from N.E. and foggy weather, steering E.S.E. by the wind finding the wind becoming settled at 6 P.M. bore up S.W. to go out to the South Channel. During the night had a pleasant gale from the N.E. - After midnight it cleared off and at 4 AM got the Lat. by the north Star. 41. 42 Nth.

Latter part light winds from N.N.E. & hazy weather. Steering with all sail to S.E. - Were visited by many different species of small birds in the course of this day we remained with us many hours perching on the rigging in diff. parts of the vessel. - Lat. Obs. 41. 13 N. At noon sounded in 60 fath. N.W. R sand. Long. D.R. - 68. 45 W.

Monday 8<sup>th</sup> 3 days.

Had light air from E.N.E. to N.E. until towards latter part of day when it freshened to a good breeze. Fine weather. Steering S.E. by E. all sail - Lat. Obs. 39. 50 N. Ther. 62 - Long. D.R. 67. 40 W.



Towards Maranham. north coast of Brazil.

Tuesday 9<sup>th</sup> Octob<sup>r</sup> 1832. 4 days.

Had pleasant gales from N. N. E.  
D good weather untill towards latter part, when it in-  
creased to a fresh breeze bringing a confused sea along with  
it that made us all a little sick. Steering to the S. E. with  
all small sails furled. Ther. 65. Lat. Obs. 37° 48'  
Made Course S 38° E. Dist. 170 Miles. Long. 27° 55' 26".

Wednesday 10<sup>th</sup> Octob<sup>r</sup> 5 days.

Had a pleasant gale  
from the E. N. E. and good weather. Steering to the  
S. East. under all drawing sail. At 11:30 Am saw  
a Brig in the northern quarter standing for us. At noon  
spoke her. she proved to be the James Ramsey from  
Malaga bound to Baltimore. —  
Made a Course S 36° E. Distanc. 150 m<sup>s</sup>. Lat. Obs. 35° 52'.  
Ther. 76. Long. 27° 54' 00".

Thursday 11<sup>th</sup> 6 days.

Had moderate winds from the  
East. and good weather untill 8 Am when the wind had  
got into the S. E. — At 7 Pm. spied a vessel standing to  
N. West. — At 8 Am. Tacked ship to E. N. E. Light winds.  
Made a Course South. Distance 90 Miles.  
Ther. 78. Lat. Obs. 34° 22'.  
Long. 27° 54' 00".

Friday 12<sup>th</sup> 7 days.

We had a moderate breeze from the  
S. E. & but all this day & clear weather. Steering to the  
S. E. At 8 Am. Set top m. & top. Gull. Steering S. E.  
Made a Course, East. Distanc 106 miles. Lat. Obs. 34° 26'.  
Ther. 79. 30. Long. 27° 52'.



Saturday 13<sup>th</sup> Octob. 1832. 8 Days from Boston

We had a continuation of pleasant gales from the N.W. & S.W. all this day. Smooth sea, and fine weather. All sail spread. Steering E.S.E. - Made a Course S 82 E. Dist. 153 miles -  
Ther. 79 - Lat. Obs. 34.00  
Long. DR. 58.50

Sunday 14<sup>th</sup> 9 days.

The wind continued from the S.W. quarter untill near noon when it hauled to N.W. & became baffling - At 3 P.M. passed a Barque Ship steering to East. and at 5 P.M. passed a Schooner steering to S.E. - At 10 A.M. saw a Brig in the East. quarter steering to S. East. - At noon we had gained on her very much - Ther. to the S.E. by E. throughout this day. Was cloudy. No obs. for Latitude -  
Ther. 79 - Lat. DR. 33.11 Nch.  
Made a Co. S 88 E. Distance 130 miles - Long. DR. 56.25 West.

Monday 15<sup>th</sup> 10 Days.

We had light winds from the S.W. quarter all this day & good weather -  
At 5 P.M. spoke the Brig Grand Turk of Pittston 9 days from Bath, bound for Antigua - At 9 A.M. came up with & spoke an English Schooner, 11 days from Yarmouth (British America) bound for Barbadoes. At 8.30 A.M. the Longitude by distances with Sun and Moons N.L. was 54.46.30 West. - Another sail in sight in South. quarter, nearing her last. At noon she was about 3 miles from us steering to E.E. Schooner rigged - Made a Course S 60 E. Dist. 96 miles - Lat. Obs. 32.23 N  
Long from Lunar. 54.32 Long by DR. 54.46 W.

Tuesday 16<sup>th</sup> 11 days

Had variable winds untill 8 A.M. when it came out at N.W. in a strong Gale with hard squalls continuing to the end of the day. Steering S.E. by S. - Lat. 31.50  
53.42 Long DR. 53.56



Wednesday 17<sup>th</sup> 12 days from Boston Low. Maranham

We had strong breezes from N.W. & E.N.E. all the first part of the day which oblig<sup>d</sup> us to reef top sails, furl top Gall<sup>s</sup> sails & main courses - Steering to S.E. by S. but was oblig<sup>d</sup> to keep off frequently in the squalls which blew very hard. Latter part more moderate and pleasant weather. At 8 Am Long by Lunar distances 53. 12' W. - Made a Course S E Distance Miles  
Thur. 79 - Long by Lun<sup>r</sup> 53. 10' - Lat. Obs.<sup>d</sup> 29. 44' -  
D.R. - 53. 04'

Thursday 18<sup>th</sup> 13 days - We had moderate breezes between E.N.E. and N.N.E. until towards noon when it became nearly calm with clear weather - At 9. 40 Am Long by Distances with sun & moon was 50. 35' W. -  
Thur. 80. - Lat. Obs.<sup>d</sup> 28. 14' North -  
Long by Lun<sup>r</sup> 50. 31' West -

Friday 19<sup>th</sup> 14 days - We had the winds light from the North West quarter. Sometimes nearly calm until morning when a breeze sprang up at North. At noon light squalls & a brisk gale from N.N.E. - Steering to the South East - At 11 Am Long by Lunar Distances 51. 5. 30' West -  
Thur. 78. 30' - Lat. Obs.<sup>d</sup> 27. 26' -  
Long Lun<sup>r</sup> 51. 2'

Saturday 20<sup>th</sup> 15 days - Began with a brisk Gale from the North. and squally weather. Middle part wind at N.W. and latter part at W.N.W. - Pleasant gales & squally - Steering sails set Starboard side standing S.S.E. - Made a Course S 41° E - Distance 117. Miles -  
Thur. 79 - Lat. Obs.<sup>d</sup> 25. 58' N. -  
Long D.R. - 47. 36' W.



Sunday 21<sup>st</sup> Octob<sup>r</sup> 16 Days from Boston.

Began with fresh breeze from the West and squally weather. Evening wind got into N.W. more moderate and good weather. Latter part of night wind at North light. Morning & latter part wind - None -  
Made a Course S 34° E. Dist. 87 miles -  
Ther 79° - Lat Obs.<sup>d</sup> 24. 46 N. W.  
Long. D.R. 48. 42 West.

Monday 22<sup>nd</sup> 17 Days.

Had light winds from all points of compass, variable throughout. Steering South. Weather cloudy a part of the night, with Distant Lightning. Latter part clear weather.  
Made a Course S 28° E. Distanced 25 Miles.  
Ther 81° - Lat Obs.<sup>d</sup> 24. 23 N.  
Long. D.R. 48. 28 W.

Tuesday 23<sup>rd</sup> 18 days.

Began with light variable air. Towards evening had light air steady from N.W. Latter part pleasant breeze from N.E. and good weather. Steering to the S.E. by S. and S.S.E.  
Made a Course S. 27° E. Distanced 76 Miles.  
Ther 80° - Lat Obs.<sup>d</sup> 23. 16 N.  
Long. D.R. 47. 52 W.

Wednesday 24<sup>th</sup> 19 Days.

We had a steady N.E. Trade wind throughout this day, with the exception of light squalls in the first watch. Good weather. Steering under all sail to the S.S.E.  
Made a Course S 19° E. Distance 160 Miles.  
Ther 80.30 - Lat Obs.<sup>d</sup> 20. 45 N.  
Long. D.R. 46. 56 W.

Thursday 25<sup>th</sup> 20 Days.

Brisk Trades & squally from East. - Steering South - Made C. S 16° E. Dist. 160 Miles.  
Ther 80° - Lat Obs.<sup>d</sup> 18. 11  
Long. D.R. 46. 09



Friday 26<sup>th</sup> October. 1832. 21 Days.

We had fresh gales from E.N.E. and squally weather, nearly all this day. Steering to the South. - Steady sails in, & top sail & sail furled. Made a course S 16 E. Dist. 177 miles. Lat. Obs. 15. 21 N. W. Mer. 80. Long. D.R. 45. 18 West

Saturday 27<sup>th</sup> Octob<sup>r</sup> 22 days.

We had fresh breezes between the E.N.E. and E by S. and weather squally with thunder & lightning & not a little rain. - Latter part nearly Calm. hard rain. - Clouds broke away at noon, Made a Course S 14 E Dist. 132 miles - Lat. Obs. 13. 13 N. Mer. 77. 30 Long. D.R. 44. 15 West

Sunday 28<sup>th</sup> 23 days.

Began with light airs and Calms. Weather cloudy with some rain - breeze set in at 2 P.M. from E.N.E. - Evening squally - wind at E.N.E. Middle watch wind settled at E.N.E. and weather became more pleasant - Ends clear weather & pleasant Gale from E.N.E. - At Noon Long. by distances with sun & moon was. 43. 18 West. Lat. Obs. 11. 16 North. Long. D.R. 44. 12 West.

Monday 29<sup>th</sup> 24 days.

We had pleasant weather, and a good breeze from E by North, still running when the wind became unsteady, with squally weather the latter part of night - had pleasant weather, light airs from S.E. - Lat. Obs. 9. 15 N. W. Mer. 82 Long. D.R. 43. 50 West

Tuesday 30<sup>th</sup> 25 days only.

We had light winds from S.E. to S.W. & good weather throughout - Long. by Distances with sun & moon at 2 Am. 43. 37 West. Lat. Obs. 8. 24 N. W. Mer. 82 Long. D.R. 44. 45 West



Wednesday 31<sup>st</sup> October 1832 - 26 days out -

Commences with light breeze from S by E & South  
and good weather. At 3.30 P.M. Sack. Ship to East. -  
at 6 P.M. Sack. to rest. - Latter part Squally with  
wind at S.E. - Steering to Port  
Made a course S 6 1/2 W. Dist 54 miles - Lat. Obs. 7.57  
Ther. 84 - - - - - Long. Obs. 45.33

Thursday November 1. 27 days.

Had a fresh  
breeze from the S.E. all the fore part of this day -  
At 3 P.M. Long. by Distances Sun & Moon was 45.15  
Latter part wind at E.S.E. fresh. Good weather.  
Made a course S 17 W. Distance 120 Miles -  
Ther. 83.30 - - - - - Lat. Obs. 6.04 West  
Long. from L. 45.45 West

Friday 2<sup>d</sup> Nov. 28 Days.

Had a continuation  
of strong gales from the E by S. and a short chop  
sea, causing the vessel more uneasiness than we have  
before experienced since leaving Boston. Up Gall.  
Sails fasten through the night -  
Long by distances  
with Sun & Moon at 4 P.M. was 45.30 West  
Made a course South. 111 Miles - Lat. Obs. 4.13  
Long by L. 45.30

Saturday 3<sup>d</sup> Nov. 29 Days.

Had Squally  
Weather and wind variable between S.E. and  
E.N.E. until towards latter part when it settled  
at S.E. & blew fresh & steady -  
Long by Distances  
with Sun & Moon at 3 P.M. was 45.27 W.  
Made a course S 8 E Dist. 73 miles - Lat. Obs. 3.08  
Ther. 80 - - - - - Long Obs. 45.20



Sunday 4<sup>th</sup> Nov. 1832. 30 Days. Tow. Maranthon.

Began with fresh Gale from S.E. & clear weather at 3 P.M. Tack<sup>d</sup> ship to A. Eby's to gain land at 8 P.M. tack<sup>d</sup> to South. Middle & latter part moderate wind at Eby's. Heavy weather & short chop sea. Made a Course S.E. Dist 70 miles. Lat. Obs. 1. 51' N. Long. by C. R. 45. 13 1/2 W.

Monday 5<sup>th</sup> Nov. 31. days.

Had a fresh Trades wind from the Eby's and East until after 8 P.M. when it came at E.N.E. and gave us a good run through the night to 11. At 8 A.M. sounded in 35 fathoms, Grey sand & broken shells. Noon wind inclining more southerly - heading S.E. Tow in 32 fath. Grey sand & black specks. Lat. Obs. 0. 12' N. Long. by C. R. 44. 30 W.

Tuesday 6<sup>th</sup> Nov. 32 days.

Began with pleasant gales from E.E. & East. Steering to Southward - at 6 P.M. sounded in 17 fathoms, which gradually decreased to 8 fathoms (Grey & white sand with black specks and broken shells) by 9 P.M. when we tack<sup>d</sup> to North - no land in sight - At 2 A.M. Tack<sup>d</sup> to S.Eby's and at 8 A.M. saw Ist. St. John. P.E. 5 or 6 Leagues. At 10 A.M. Tack<sup>d</sup> to North. wind at East. Lat. Obs. 0. 57' S. Long. by C. R. 44. 00 W.

Wednesday 7<sup>th</sup> Nov.

Began with light breezes from East. and good weather. Standing to North. at 2 P.M. Tack<sup>d</sup> in shore & at 4 P.M. Tack<sup>d</sup> off again; Ist. St. John S.E. 2 Leagues. at 5.30 P.M. Tack<sup>d</sup> to S.P.E. and reach<sup>d</sup> up past Ist. St. John. Wind favoured & enabled me to steer S.E. by E. until mid night. when steer. S.E. & E. & S.E. until Morning in from 7 to 11 fath. water. At daylight Itacilume bore S. 1/2 N. 7 Leagues. At Noon anchored at quarantine Ground, Maranthon.



Matta at Maranham.

Just before we arrived off the entrance to the Port I have too for a Pilot to come up. Mr. Son had one without fail, who seemed to approach us with much caution and inquired if I had a clear bill of health. Being answered in the affirmative, he made bold to accept of a rope which we threw him from the Stern & made his boat fast, saying that he could not come on board but would direct me how to steer for the quarantine ground. Having anchored at quarantine today, I was soon visited by the health boat in which came Mr. Seasons Clerk. From whom I learned that the Schooner Anythist & ~~the~~ <sup>Present</sup> both of Salem had but yesterday left quarantine for the City. The Attalus of New York was then laying behind one of the Islands up the bay, where she had been in Limbo 21 days. - Flour had been sold at 50 dollars the Bbl. but as there was now about 1700 Bbls in the Market the probability was that it would be knocked clean down. A large English Ship, the Dryope from Liverpool, has performed 30 days quarantine up the bay. She was yesterday allowed to come a little nearer the city and is now laying along side of me.

Thursday 8<sup>th</sup> In quarantine -

Friday 9<sup>th</sup> At 8 Am. The health Boat came along side & gave me permission to go up to the City. - The Dryope went out of quarantine at same time - The Pilot came on board and we got under way, and at 9.30 Am. anchored off the City - The Dryope was driven at same time on the Sand Spit on the Western side of the Channel, where she lay all through the day - When the tide came in at night she was got off without receiving any damage & came up to the City.



Owing to the very miserable arrangement of the Fiscal department, having only one crane for discharging Lighters and hardly any safe Storage for Goods when landed, I was not only not able to get my Cargo on shore today but was obliged to wait patiently till next week.

Monday 12<sup>th</sup> Nov<sup>r</sup> Sent on shore this morning one hundred <sup>lb</sup> Flour, Soap, Furniture, Duck & some other articles - My cook, a Native Brazilian, took leave of me here, & in consequence I was oblig<sup>d</sup> to ship another employ<sup>d</sup> a young man a Portuguese in place of the cook -

Wednesday 14<sup>th</sup> Discharg<sup>d</sup> 2 Lighters of goods, 22 Pipes Wine, some Cordage, Soap &c - Made some sales of Soap at 95<sup>rs</sup> Campbell's brand - 20<sup>th</sup> boxes which is not approved in consequence of the small bars - boxes of 34<sup>th</sup> each, the bars 2 1/4 inches square, is what is most wanted - Soap a good yellow, & dry - The Schooner, or rather the Packet Brig <sup>W</sup>Alvir, arrived today, 9 days from Para - She reports having left only one Am<sup>n</sup> Vessel in the place, (the <sup>W</sup>Frederica), and she performing a quarantine of 20 days. As she was coming down the river she passed a Brig going up, which we suppose to have been the <sup>W</sup>James Lawrence from Salem - The Schooner <sup>W</sup>St. Charles owned by Stephen <sup>W</sup>White of Salem, & consigned to Mr. Geo. Brown in Para was ran on the Brazilian shore at the mouth of the river in going up, and was oblig<sup>d</sup> to throw overboard many Articles of her Cargo, before she got off - Having arrived at Para she was oblig<sup>d</sup> to undergo a quarantine of 20 days at <sup>W</sup>Tatuca Est. after which it was found that she had received so much injury, that it would be useless to think of repairing her, and she was accordingly condemned - Markets at Para good - <sup>W</sup>Flour gotten at 25 p<sup>rs</sup>. Sugar 7 p<sup>rs</sup>. &c. Exports, or produce as follows, Cocoa 900<sup>rs</sup>. Dry Licks, 90 to 95. Wet do. 50 & 55. &c. Rubber Shoes abundant & cheap - <sup>W</sup>Wrote Mr. Costa, a Mr. Brown to whom I forwarded letters from his friends in Boston -



Thursday 15<sup>th</sup> Nov. 1832. At Maranhão.

The Brig Patagonia sailed for Pará. Sent my letters to Costa, & Brown. Cannot discharge today, as some of the other vessels must have their turn -

Friday 16<sup>th</sup> Nov.

In consequence of some ones having made bold to plunder one of the Churches of its silver Font. Vases &c. &c. the Rev<sup>d</sup> Bishop has thought proper to set apart this day to be observed in fasting, humiliation & prayer - All business was therefore suspended, and my affairs again sacrificed to Catholic Superstition -

Saturday 17. Nov.

Sent on Shore a Lighter deeply laden with Cargo - Weather cloudy and beginning to assume the appearance of the commencement of the Rainy Season - Sold my Cordage at 13/500. Duck at 10/500 - Canvas at 17/500 - Cheese at 160 w. Tea at 1/700 the 200 lbs. 20 tins (Cambridge brand) Soap. - 95 w. the.

Monday 19<sup>th</sup> Discharge. 150 Bbls Flour - & some Soap. Made Sales of 22 Pipes Wine at 58/500 -

Tuesday 20<sup>th</sup>

The Brig Amythest sailed for Salem wrote Mrs Newell. Messrs. Capelland & Lovering & Brothers - Had some difficulty at the Custom House in consequence of the Cordage falling short in weight - They insisting on my paying the fine for deficiency - but, after a long war of words, they consented to let it pass, by laying the duties on the Amount manifested -

Wednesday 21. Holiday - no business doing on Shore. Employing Painting Ship outside - Sailed a French Brig for Pará. -



Thursday 22<sup>d</sup> Nov<sup>r</sup> 1832. Maranhão.

Discharge. 20 Pipes of Wine being the last I have. Waited at the Custom House until late in the day in hopes to get my furniture despatched, but did not succeed.

Friday 23<sup>d</sup> The Brig Athalia sailed for Para. Got my Furniture from the Custom House and employed my 2<sup>d</sup> officer to put it in order to be sold at Auction on Monday next. The bakers strongly object to my flour, although it is the best of Empire white wheat, & new, yet they cannot make it profitable.

Saturday 24<sup>th</sup> Employed 2 officers on shore to put the Furniture in good condition, much of which we find unglued & considerably injured. The Brazilian Brig St. Tiago, and a ship left for Portugal laden with rice. The latter vessel, in beating out, grounded on the weather side of the Channel, and lay there through the day. Filled my Debent<sup>re</sup> certificate. Have left of debent<sup>re</sup> goods for Para as follows: 10 M<sup>ts</sup> Havana Cigars - 6 Tons Iron. 110 yugs Lined oil - The Am<sup>er</sup> Vice Consul, C. B. Allen, Miss<sup>es</sup> Pearson, Knapp & Capt. Andres, dined with me on board - arrived a Marine<sup>er</sup> Brig from Lisbon.

Sunday 25<sup>th</sup> Made sales at Auction of a lot of Furniture which went off easy, hardly obtaining cost. A Secretary & night cabinet sold at a fair profit - Got all my papers - Mr. & Mrs. Copeland & Lovering & Mrs. Newell & Mr. Lottis with season to go by the Sch<sup>er</sup> Crescent to Saitoa in a week. In P.M. - Ship on freight to Para & boxes on Cars for Armaç.

Tuesday 27<sup>th</sup> Being all ready for sea, the wind increased to a hard Gale. Mr. & Mrs. Season, & some others of my friends came off in Shore Boats, all of them drunken to the skin with the Spray - I had but little room for getting under way, hardly three times the Brigs length. I thought however to make the attempt, but I cut the wrong way, & was oblig<sup>d</sup> to anchor again as soon as possible in 3 fathoms. In there we 11 feet water. Arrived Portuguese Brig Triumph from Lisbon.



Wednesday 28. Nov. 1832. From Miramham to Para.

Although it blew yesterday with much greater violence than is generally known here - yet today it was comparatively moderate - we commenced early and raised a hawser to a Portuguese ship to hold up by - got up the anchors & at 10 Am. cast off & got safe out of Port. Fresh gales. At Noon S. Marcos bore S by E. tide just making to ebb.

Thursday 29<sup>th</sup>

Made 3 or 4 Tacks with wind at N. by E. and by 2.30 Pm. Itacilome bore West 3 or 4 Leagues - at 5 Pm. <sup>fresh</sup> tide setting us into shallow <sup>water</sup> - Tack to S. by E. at 6 Pm. Tack to North with fresh gales - At 8 Pm. kept N. N. W. and at 2 Am. N. by W. Sailing 8 & 9 miles per hour - at 6.30 kept West & set all studding sails - at noon had 20 fathoms water. Lat. Obs. 34 Sth.

Friday 30<sup>th</sup> Fresh breezes from N. by E. and good weather steering West. - At 6 Pm. took in studding sails & top G. Sails - fore, main & main courses - In the first watch I kept in for the land a point, and at midnight had 54 fath. Land rose up to N. N. W. & deepened to 8 fath. - About this time saw light very distinctly in S. W. quarter. Although my log did not put me so far ahead as Salinas, yet I was <sup>to think</sup> ~~sure~~ <sup>convinced</sup> that these lights could be only there as it is the only place inhabited on the coast between Manamh. & Para. - I accordingly lay by the winds with head to North. until 5 A. M. when I bore away S. W. and at daylight saw the Town of Salinas - At Noon were in the fair channel way between the Shoals - at mouth of the River -

Saturday Dec. 1. 1832.

Brig under all sail steering in S. W. at 2 Pm. kept Vega - At 6 Pm. passed St. Leticia - saw 3 vessels in quarantine - At 8 Pm. anchor between Paragull Is. & the Fort - Morning made customary visit to Fort & was allowed to pass - At 10 Am. off City - Boats taken a fire in consequence of number of vessels in Port.



We count now no less than "Leam River" vessels in Port. viz.  
"Gazette", "Fair Wind" & "Maid" Barge at quarantine - Italian  
"Macdonald", "James Lawrence" & "Malta" -  
I find the political state of things here now, worse, by far than I have  
before known it - Men are shot dead, or hack'd down with cutlasses  
in the open streets, at noon day, by the hired assassins of the cowardly  
predominant party - occasionally the houses are closed in great  
part of the day, and no house is open after 6 o'clock in evening, every window  
is then closed, & every door, strongly barricaded - The streets are then  
entirely deserted as any one who ventures out does it at the risk  
of his life - Strangers have as yet escaped unharmed, but in case  
of any sudden tumult, they would probably meet the fate of the  
rest - I have to regret that Costa has not been able to obtain  
for me cocoa & hides - They had both taken a rise before he received  
my advice from Maranhão -

Monday 3<sup>d</sup> Discharged a Launch load of Cargo.  
Sailed the "Brasill" Packet Patagonia for Maranhão, with  
Mess<sup>rs</sup> Munder & Season - Arrived the "Brasill" Ship, the  
"Lira", from Lisbon -

I discharged my Cargo in the course of this week and  
received the customary Visit - "Made sales of my butter  
at 180<sup>cs</sup> and shoes at 4 Pataes. - Sold my half Bbls. Rum  
also at 150<sup>cs</sup> - The "James Lawrence", after being  
discharged of her Cargo was hauled on Shore for  
examination - She was found in a very decayed  
situation and would necessarily require much expense  
to make her seaworthy again - The probability is  
she will be condemned - The "Fair American"  
came up from quarantine and discharged her Cargo.  
Also the "Gazette" - I have been much disappointed  
in not being able to obtain Melafos, as I had expected,  
the ballast - Hides have risen beyond my reach -



Sunday 9<sup>th</sup> Dec. 1832.

Tuesday.

Concordia from Oporto. - Arrived Brazilian Brig.  
day. "The first this long time -"

Monday 10<sup>th</sup> - Employ. at two hours filling  
& packing skins - Employ. 20 Negroes through the day -

Tuesday 11. - The Fredonia sailed for Salem.  
Capt Appleton informed me yesterday that he should  
not sail till Wednesday - I consequently deferred writing  
until I had weighed & shipped some hides, but at 10  
o'clock I was surprised to see the Fred. under way & standing  
down the river - consequently did not write by this  
conveyance - Employ. Stuff & skins buying ditto.  
Packing &c.

Wednesday 12<sup>th</sup>

The Brig James Lawrence  
was sold today at auction to Messrs Sils & Tipton  
for the low price of 4800<sup>00</sup> - Bought & shipped a  
few hides - Stuff & skins &c.

Thursday 13. Shipped some seal hides - We had  
the most tremendous squall of rain & wind  
that I ever experienced in this country - It continued  
for more than two hours -

Saturday 15. Confined to my room with a  
severe cold. Yesterday & today -

Sunday 16<sup>th</sup> Kept House all this day with a bad  
cold - The Fair Amer. sail. for Salem - Motivated  
Mrs Newell, & Messrs Copeland & Loring -

Monday 17. Arrived Brig Margaret Richardson  
Capt. Thomas from London.



Tuesday. Confined to <sup>Sara</sup> my room with a bad cold & cough  
Arrived a Brig from Lisbon - Employ. Stuffed shoes &c.

Wednesday. By the doctor's advice I kept close today  
& nursed myself - Wrote Mrs. Nurse & Copeland  
& Louisa to send by the Athalia - via New York.  
Arrived Brig Ballinow from Maranh. had letters from Susan  
Thursday 20 Dec. 1832.

Employ. Stuffed & packing  
shoes; my business is much delayed for want of hay -  
Mr. Upton let me have one bale today -  
The Brig Athalia - Wld. sailed at 11 o'clock for New  
York. Sent letters to Mrs. Nurse, & C. & L. -

Friday 21.  
Employ. buying. Stuffed & packing shoes -  
I have been confined to the house several days with a bad cold  
& cough - applied a blister to my breast, which relieved me -

Saturday 22.  
Arrived the Portuguese Brig Flor  
de Mar, from Lisbon - and the American Brig  
Sarah 30 days from Boston to Sea. Brown Esq.  
she brings hay, Lumber, & a little wine - Shipped 100 boxes  
of Rubber shoes - Molasses & Hides -

Sunday 23<sup>d</sup> Dec.  
The Brig Sarah, Capt. Doyle  
has 33 days passage instead of 30, as stated above - she  
brings very little Cargo. Boards Hay, & a few Bbls of  
Wine - I received no letters by her -

Monday 24<sup>th</sup>. I went forth again today after  
being confined to the house some time - Employ. Stuffed  
shoes & 2 min. from or bound Packing shoes.  
Shipped 20 Bbls. Bbls Balsam Capivi -



Tuesday 25<sup>th</sup> Dec. 1832

Employ. Stuffing  
Ld<sup>r</sup> Rubber Shoes Packing them into Casks etc  
Wednesday - 6 small French Ld<sup>r</sup> shoes  
from Providence -

Thursday 27<sup>th</sup>

Shipp. 44 Boxes Shoes,  
Wet & dry Hides, etc. - Employ. at  
over stuffing & packing shoes -

The Brig Baltimore sailed on the for Salem  
and the Parcelle on the. Wrote Miss<sup>rs</sup>  
Skelton & Louisa & Mrs. Newell by Capt. Towne of the  
Baltimore -

Friday 1<sup>st</sup> Jan. 1833.

Completed the embarkation of  
my own cargo & took on board 42 Cases & Casks of Shoes on  
freight for Mr. Miranda, which just filled the vessel.

Saturday 5<sup>th</sup>

I was occupied all this day in settling  
my accounts, purchasing Sea Stock & getting my papers.

Sunday 6<sup>th</sup> At 12, 30 Mr. got under way and beat  
down as far as Annapolis, where I lay to for a Gentleman  
passenger that was to join me here - I went below for  
a moment to take care of some letters & papers that were  
blowing about in the Cabin and returned on deck again im-  
mediately. I discerned some men already on the shore and  
saw the main top sail instantly filled for the purpose of catching  
but before she had made headway enough for that purpose  
she struck on a sand bank, and, the tide being ebb there  
was no possibility of getting clear until the return of tide -  
Closed up, & lowered the sails & soon after my paper  
was came on board not a little disappointed to find the  
Brig Lard & fast ashore - Capt. Inglis of the Brazil.



Santa River

Frigate immediately sent his Boat offering any assistance  
that I might need, but as I saw two other large Launches  
coming to my assistance there was no occasion for detaining the  
Frigate's Boat. - Costa had seen my situation from his balcony  
& very promptly sent me aid - I immediately got an anchor  
down & waited till the evening when at 9 P.M. we  
hove her up into 3 fath. water without having received  
any damage -

Monday 7 Jan. 1833.

A little after midnight we  
got under way and with light air off the east. - There is a beach  
ahead we pass the Fort, Paqueta Fort, and Pukuro below  
daylight and at 6 A.M. anchor on the south shore of the  
Bay - At Noon we again got under way with fresh air &  
squally weather. Succeeded in getting down  
as far as Bay de Sol where we anchor in 4 fath. at 7 P.M.

Tuesday 8. Malta for Boston.

Hoisted at 1 A.M. and stood to northward  
with wind inclining of shore. At 3 A.M. losing sight  
of the land and becoming perplexed in my soundings in  
consequence I was induced to anchor in 4 1/2 fath. water  
& wait for daylight - At daylight no land in sight. lowered  
the boat and sent her to east. to sound. report. regular  
soundings of 4 1/2 - m. - I was apprehensive that the rap-  
idity of the tide had swept me near the Corra Saco bank  
and a little before slack water got under way to regain  
the eastern shore of the river - We had just taken the anchor  
when a dense cloud of smoke & vapour suddenly disappeared  
and presentation to my astonished view, the land, not more  
than two miles from us, and about 4 miles North. of the  
town of Olares - We made a short tack the line was  
down & we again anchor in 5 1/2 fath. - At 11 A.M. an Amer-  
ican Schooner Brig pass. up the river with Miss. Upton Surgeon.  
I supposed her to have been the Numma. Capt Upton - She kept out of  
sight - Had strong breeze up River and high sea -



Wednesday 9. Jan. 1833. Sea Account —  
Towards Boston.

At 1 Am. weighd. and workd. down river with strong  
gales until we got point Lieper bearing S.E. by E. 4 or  
5 miles when we anchor'd in 6 fathoms. At 1 Am.  
we again got under way and steer'd North by West. at 3 Am.  
beat the Hook in 4 fathoms water. A good breeze from  
E.N.E. to the end of the day. Steering North to N by W.

Lat. Obs. 5. 30 N. M.  
Long. D.R. 48. 15 W.

Thursday 10<sup>th</sup> — 4 days from Para.

At 1 Pm. we had  
13 fath. water. with a very rapid current setting to the  
West and a short chop sea causing the ship to pitch  
and lurch considerably. The weather was pleas.  
breeze from the day. Steered steady at E.N.E. a little north  
steering under all sail to North and by West —

Made a Course at 10<sup>th</sup> W. Distance 178 miles —  
Ther 82 —

Lat. Obs. 3. 26 N. M.  
Long. D.R. 48. 45 West.

Friday 11 — 5 days out.

We had good breeze from  
E.N.E. throughout this day, with head sea — We ex-  
perienced yesterday a strong northerly current, and by obs.  
today the same — Made a course at 15<sup>th</sup> W. distance 175 miles.  
Ther 82 —

Lat. Obs. 1. 15 N. M.  
Long. D.R. 49. 31 West.

Saturday 12. 6 days out.

Had a continuation of fresh  
gales from the E.N.E. & N.E. by E. — with a high & confused  
sea & squalls of rain — At 5 Am. reef'd the top sails &  
furled topmast sails — Latter part better weather  
& less wind & sea — under all sail steering down  
on a wind to N by W — Experienced a northerly current of  
thirty five miles —

Lat. Obs. 9. 12  
Long. D.R. 50. 20

Ther 82 —



Sunday 13<sup>th</sup> January 1833. 7 days from Ara.

We had a brisk gale from the E. N. E. and clear pleasant weather throughout the day. Moving to the N. by N. & N. N. W. under all sail - parted the chain 100 fms in the night - Experienced an abatement in the strength of the current - At 9 AM the Long. by Distances with Sun & Moon at L. was 52.07 West. Made a C. North 18 West. Dist 168 miles. Lat Obs. 11.55 North. The 80. Long. by Lunar. 52.16 West.

Monday 14<sup>th</sup> 8 days.

We had a good breeze from E. N. E. attended with squally weather through the night - latter part pleas. & clear - At 8.50 AM Long. by Lunar 52.11 Made a Course North 24 West. Dist 170 miles. Lat Obs. 14.30 North. The 80. Long. by Lunar. 53.27 West.

Tuesday 15<sup>th</sup> 9 days.

We had pleasant S. E. breeze from the East to E. by S. throughout the day. weather pleas. with exception of some light squalls towards latter part - At 9 AM Long. by Lunar Distances with Sun & Moon at L. was 55.19 West. Made a C. N 27 W Dist 160 miles. Lat. Obs. 15.52 North. The 78. Long. by Lunar. 55.30 West.

Wednesday 16<sup>th</sup> 10 days.

Had a slight interruption of the trade wind - light squalls from North. - towards evening the breeze set in again from N. E. and weather became clear - which continued through the night - latter part a good breeze from N. E. - Made a Course N 39 W Dist 147 miles. Lat. Obs. 18.46 North. Long. by Lunar. 57.06 West.



Thursday 17<sup>th</sup> Jan. 1833. 11 days from Para.

Had a pleasant gale from N.E. and good weather throughout this day. Steering to N.W. by W. Made a C. N 34<sup>th</sup> W. Dist. 157 miles. Lat. obs. 20.54  
Ther. 77° - Long D.R. 58.39

Friday 18<sup>th</sup> Jan. - 12 days out.

Had a pleasant Gale from N.E. & N by E. with clear weather & smooth sea all this day. - Steering under all sail to the N.W. by N. Made a C. N 34<sup>th</sup> W. Dist. 160 miles - Lat. obs. 23.18 W. Ther. 77° - Long D.R. 60.15 W.

Saturday 19<sup>th</sup> Jan. 13 days.

Had light airs and Calms during the night - At 6 Am. a breeze set in from S.E. and continued to the end of the day. - Employed getting down the fore top & mast & substituting Stumps. Made a C. N 20<sup>th</sup> W. Dist. 73 miles - Lat. obs. 24.18 Ther. 78° - Long D.R. 60.30

Sunday 20<sup>th</sup> Jan. 14 days.

Had light winds from the South through the night with squalls. Latter part a good breeze from S.W. and passing clouds - Steering to N.W. by W. Made a C. N 28<sup>th</sup> W. Dist. 138 miles - Lat. obs. 26.10 Ther. 77° - Long D.R. 61.41

Monday 21<sup>st</sup> Jan. 15 days.

At 3 P.M. wind came over at S.W. when it contin. through the night - In morning it got in at North. Moderate with a high swell from N.W. Sailed at 6 Am. to the Westward - Saw a Schooner about 2 miles east of us Steering South - Ther. 76° - Lat. obs. 27.26 Long D.R. 61.41



Tuesday 22. Jan'y 1833. 16 days from Para.

We had very light air from North. with intervals of Calm until towards latter part when a light breeze set in from the East.

Lat. Obs. 27.36.  
Long. DR. 62.15

Wednesday 23. 17 days.

Began with hazy weather and wind inclining to S.E. - Through the night had a brisk gale from N.W. & cloudy weather - Latter part clearing - at 11 Am. set top sails - Moderate.

Lat. DR. 29.16.  
Long. DR. 64.15.

Had wind light from the North through the night - Latter part in light air - very warm & pleasant. - Distances with Sun & Moon.

Lat. Obs. 29.31.  
Long. Lun. 66.47

Thursday 24. 18 days.

Began with very pleasant weather, and an increasing breeze from the South. At 3 P.M. shifted to Star. M.M. - the wind increased in evening and hauled to S.W. with squalls - Lightning in N.W. - Under short sail - blowing fresh - Latter part a little more moderate, but a high sea from West.

Lat. Obs. 32.00.  
Long. DR. 68.00

Friday 25. 19 days.

Began with fresh gale from N.W. shifting to N.W. by N. evening light squalls. - At 1 Am. had a violent squall from N.W. - Snapped the fore yard in the slings and down it came in the fore castle tearing the sail. - Tore the fore top m. stay, &c. - Had hard gale from N.W. N.W. high sea. Lat. Obs. 33.37.  
Long. DR. 68.10.



Thursday 17<sup>th</sup> Jan. 1833. 11 days from Para.

Had a pleasant gale from N.E. and good weather throughout this day. Steering to N.W. by W. Made a C. N 34<sup>th</sup> W. Dist. 157 miles. Lat. obs. 20.54  
Ther. 77 - Long. D.R. 58.39

Friday 18<sup>th</sup> Jan. 12 days out.

Had a pleasant Gale from N.E. & N by E. with clear weather & smooth sea all this day. - Steering under all sail to the N.W. by N. Made a C. N 34<sup>th</sup> W. Dist. 160 miles - Lat. obs. 23.18 N  
Ther. 77 - Long. D.R. 60.15 W

Saturday 19<sup>th</sup> Jan. 13 days.

Had light airs and Calms during the night - At 6 Am. a breeze set in from N.E. and continued to the end of the day - Employ. getting down the fore top G. masts & substituting Stumps. Made a C. N 20<sup>th</sup> W. Dist. 13 miles - Lat. obs. 24.18  
Ther. 78 - Long. D.R. 60.30

Sunday 20<sup>th</sup> Jan. 14 days.

Had light winds from the South through the night with squalls. Latter part a good breeze from S.W. and passing clouds - Steering to N.W. by W. Made a C. N 28<sup>th</sup> W. Dist. 138 miles - Lat. obs. 26.10  
Ther. 77 - Long. D.R. 61.41

Monday 21<sup>st</sup> Jan. 15 days.

At 3 P.M. wind came out at N.W. where it contin. through the night - In morning it got in at North. Moderate with a high swell from N.W. Lacked at 6 Am. to the Westward - Saw a Schooner about 2 miles east of us Steering South - Lat. obs. 27.20  
Ther. 76 - Long. D.R. 61.45



Tuesday 22. Jan'y 1833 16 days from Para.

We had very light airs from North. with intervals of Calm until towards latter part when a light breeze set in from the East.

Thurs 74 -

Lat. Obs. 27.36

Long. Obs. 62.15

Wednesday 23 - 17 days -

Began with hazy weather and wind inclining to S.E. - Through the night had a brisk gale from S.W. & cloudy weather - Latter part rainy - Wind S.W. to West - at 11 Am. set on top sails

Now set up & set top Gall' sails - Moderate -

Thurs 76 -

Lat. Obs. 29.16 -

Long. Obs. 64.16 -

Thursday 24<sup>th</sup> 18. day.

Had wind light from the North and clear weather all through the night - Latter part in hot round to S.E. in light air - very warm & pleasant.

At 11.30. Am. Long. by Distances with Sun & Moon at Lat. was 66.45.30 West -

Thurs 79 -

Lat. Obs. 29.34

Long. Obs. 66.47

Friday 25<sup>th</sup> 19 days -

Began with very pleasant weather, and an increasing breeze from the South. At 3 P.M. shifted to Star. M.M. - The wind increased in evening and S.W. to S. with squalls - Lightning in N.W. - Under short sail - Hauling fast - Latter part a little more moderate, but a high sea from West.

Thurs 70

Lat. Obs. 32.00

Long. Obs. 68.00

Saturday 26<sup>th</sup> 20 days -

Began with fresh gales from W. Star. to N.W. by N. driving light squalls - At 1 Am. had a violent squall from N.W. - Snapped the fore yard in the slings and down it came on the fore castle tearing the sail. Lost the fore top mt. stay, &c. - Had hard gales from W. N.W. high sea.

Lat. Obs. 33.37

Long. Obs. 68.10



Sunday 27<sup>th</sup> Jan. 1833. 21 days from Para.  
first part fresh  
gales from West & N.W. which moderated in the  
course of the night - Got up the fore yard  
at 6 P.M. and at 8 A.M. cut sail - Latter part  
light air from N.E. and good weather - A sail  
in sight to Southward - Lat. Obs. 34.00  
Ther 62 - Long. D.R. 67.50

Monday 28<sup>th</sup> Jan. 1833. 22 days  
This day  
began with light breeze from S.E. which by  
8 A.M. had got into S.W. blowing fresh -  
shorter sail & before midnight East wind  
at West blowing a gale - Latter part strong  
breeze & flying clouds - Moon seen  
at noon - Wind at N.W. Lat. Obs. 35.31  
Ther 62 - Heat of Atmosphere 63 - Long. D.R. 68.10  
D. of Water 66

Tuesday 29<sup>th</sup> 23 days -  
Began with fresh gale  
from N.W. and high sea - Weather partially clear -  
At 3 P.M. Long. Disk. Sun & moon. 68.33 West - The  
moderated in course of night and in morning wind  
in light air from N.E. - Sack to west. A ship in  
sight to N.W. at 11 A.M. spoke her - She proved  
to be the Ship Halcyon Capt. Blackford 4 days from  
Savannah bound to Liverpool - The Capt. stated  
that last evening at 8 P.M. he lost a man overboard  
At 8 A.M. heat of Atmosphere 55.5 } Lat. 36.16 Nth  
" " " do " Water 68.13 } Long. D.R. 67.56 West

Wednesday 30<sup>th</sup> 24 days - Began with very  
light air from East. and good weather - At 3 P.M.  
Long. by distance, Sun & moon, wgs. 68.56 West. - At 4 P.M.  
had a good breeze from S.E. which haul'd to S.W.  
before midnight blowing fresh with rain - Steady  
N.W. after midnight & fair. N.W. and N.W. by N.



In the Morning at 6 AM. discover the water to have changed  
colour - Its temperature 59° <sup>at surface</sup> ~~water~~ 55. Showing that we  
have got inside or west of the Gulf - Latter part we  
got back to South again, with drizzling rain - a ship and  
brig in sight to West - Got an "indifferent obs." for Lat -  
Thurs. 30 - Lat. by obs. 37° 55'  
Long. "Sun." 76° 56'

Thursday 31. Jan. 1833. 25 days -

Began with moderate  
breezes from South. and a cloudy weather with rain  
which continued with little intermission through the  
night. Steering to N.N.E. At 7 AM wind came round  
to N.E. and settled in by N. where it blew strong  
with a high confused sea. - No obs. - set. for sail &  
down reef. for top, sail - At 8 AM. sounded with 80 fathoms.  
line, no bottom -

Lat. DR 39° 42' N  
Long. DR. 70° 32' W  
Friday. 1. February 1833 - 26 days from Para

We had strong Gale from E.N.E. to N.N.E.  
with sail & snow - At 8 PM wore ship to the  
East - & continued on that tack through South - Had  
a ship in sight all the latter part about 3 miles  
distant to windward - No obs. for Latitude  
Thurs. 31 - Co. South. 27 miles. Lat. DR. 39° 15'  
Long. DR. 70° 32'

Saturday 2. Feb. 27 days -

We were got round into  
N.W. in the afternoon & continued so all the day - Steering  
to N.N.E. - At 8 AM. sounded in 50 fathoms fine  
white sand & ooze - At noon had 42 fathoms fine  
white & yellow sand - At three was no soundings  
so we laid down on our chalk to the East of the South. Lead  
& judged myself to the west. and then from 8 to 12  
P.M. for Compass - When the depth of water not corresponding  
with the obtain. Latitude by obs. - I was inclined to infer  
that I must be to the East - hauled close on the  
wind to N.N.E. - Lat. Obs. 40° 46' N



Sunday 3<sup>rd</sup> Feb. 1833. 28 days from Para.

Began with fresh gale from N.W. and cloudy weather, standing in to N.E. with swellings from 35 to 40 fath. Fine grey sand -

At 11 AM. found ourselves suddenly in 15 fath. on the edge of Georges Shoal - wore ship to S.W. and stood on the wind to West: to the end of the day. weather very cold. Ice making very fast on the deck & rigging & rendering it very difficult to work ship. Sounded at noon in 25 fath. fine, white & yellow sand. Lat. obs. 40° 55' N. The 24 -

Monday 4<sup>th</sup> 29 days -

Made a long board to the N. by E. & N.E. with strong gale from N.W. wore ship at 6 AM. & stood to N.W. The fore part of the vessel loaded with Ice. At noon sounded 32 fath. - The 24 - Lat. 41° 44'

Tuesday 5<sup>th</sup> 30 days

This day began with more moderate winds, & I was in hopes of soon having a change & expectation of which I had a reef let out main top sail. At 5 PM. Sounded in 15 fath. water. wore ship to the N.E. as soon as we could get our rigging clear of Ice by which time we had only 9 fath. - with high breakers in sight from aloft bearing N.W. by W. which I spurned as the breakers on the great round Shoal. The Lat. at 6 PM. oblig. us to take in sail as fast as we could, & at 8 PM. we were under a close reef. m. top sail, reef. fore course, & fore top m. stay sail - weather clear & a moderate breeze running - After midnight it moderated - made a little more sail - At 8.30. AM. wore ship to West. - At noon no bottom with 90 fath. Line. - The 30 - Lat. obs. 41° 50'



Wednesday 6. — 31 days from Para.  
Began with fresh gale from N.W. & clear weather — At 2 P.M. Tack'd to the northward. Wind at N.N.W. & moderate. Set whole top. sails & top Gall. Sails. At 6 P.M. Lacked again to the N.W. Middle watch nearly calm — At 5 A.M. took a light breeze from S.E. Steer'd in West to near Cape Cod — At 10.30 A.M. saw the Cape Land bearing from West to N.W. — At Noon, Cape Light House bore S.W. by W 2 Leagues — Strong Gale from S.E. with a thick snow storm —

Thursday 7.<sup>th</sup> — 32 days —  
At 30 min. past nine. Cape Cod Light House bore S.W. about 2 Leagues — Steer'd N.W. for Boston Light House — At 2 P.M. It blew very hard from S.E. with snow and not deeming it prudent to run with the mainmast so thick. I hauled to S.W. by the wind — reef'd top sails & fore Course — At 7 A.M. it moderated a little and hauled round to N.W. by 8 O.C. when it blew a violent gale to the close of the day with a thick snow storm —

Friday 8.<sup>th</sup> — 33 Days.  
At 1 P.M. took in reef. fore sail. It blowing with great violence with snow — The vessel by this time had become completely shrouded with ice fore & aft — At Midnight Sounded in 42 fathoms water on Cashus Ledge — wore ship to West. the wind having now got into the N.W. — Latter part it moderated a little set reef. fore sail & fore top sail. Lat. Obs. 41.25

Saturday 9.<sup>th</sup> — 34 days.  
At 4 P.M. Saw Cape Cod Light House again and after an hours hard labour with axes & Clubs cleared away the Ice, so that we were able to get on the other Tack — stood off to North. — It began now to moderate — made more sail — wind haul'd to West — and before Midnight we were nearly 40 miles from Cape Cod — Middle watch the



Wind came at S.W. and blew fresh - at 5 Am -  
..Lack. to the South. with fresh gales & Snow - At  
9 Am. Lack. to N.W. and West. At noon saw  
Cape Ann bearing N.W. 4 Leagues -

Sunday 10th 35 days

Wind now at N.W. Steering in  
for the land - at 2 P.m. spoke the Brig Holly  
from Symmes bound to Boston - At 2 P.m.  
lack. to S.W. and at dark saw Boston & Scituate  
Lights - The night was clear - we endeavored  
to work up but the winds remained very light -  
At 8 Am. took light air from S.W. and at 10  
Am. took a Pilot for Boston dist. 2 Leagues  
from Light house - At 2 P.m. had the Brig  
secured at Long Wharf

End of this tough Tossage



Brig Malta. Com Boston. Tow<sup>d</sup> Maranham.

Thursday 28<sup>th</sup> Feb. 1833.

At 9 AM. Made a signal for a Pilot - At 10 a pilot came on board and we commenced getting our anchors - having two anchors down it was 11 AM. before we were under way - Stood down the harbour with a good breeze from N.W. The ice in many places offered considerable impediment but we forced our way through, and at noon were in Broad Sound with an open sea before us.

Friday March 1. 1833. Sea Account.

Began with a moderate breeze from N.W. and frequent lulls, always indicating that these winds have spent their greatest force and that we may soon expect a change - Steer<sup>d</sup> to Eby N. under all sail - At 7 PM. saw Cape Cod Light S.W. 2 or 4 Leagues. Steering S.W. - At Midnight wind at N.E. with appearance of a gale. At 2 AM. saw the Light of Chatham. S.W. of us. Breeze increasing with some snow - hauled up S.E. Before 4 AM. had a gale from Eby S. with a thick snow storm. Pressed all the sail we could carry in order to weather round the South Shoal of Nantucket - At 8 AM. it blew very hard, but necessity compelled us to carry through it. At Noon the wind favoured a little. got a Cast of the lead & found bottom in 40 fath. sand & black specks -

Saturday March 2<sup>d</sup> 2 days out.

Guiding myself - far enough by Calculation to clear the South Shoal. I bore up & steer<sup>d</sup> South. Making a Course South, & South by East in compass throughout the twenty four hours. It blew very hard through the night but moderated a little towards Morning. Was Cloudy & no obs<sup>n</sup> for Latitude -



Sunday March 3. 1833. 3 days out —

Began with brisk gales from N.E. and cloudy weather — At the close of the night the wind came out at N.W. and before morning settled at the N.W. blowing a violent gale with much squalls of sleet & snow steering to E.S.E. under reef fore sail & close reef. M<sup>st</sup> top sail — I was myself confined to my Cabin by sickness from this time until the 8<sup>th</sup> when when we had a short spell of pleasant weather again — For five days past we have had a succession of hard gales between N.W. & West — producing a most high & dangerous sea and doing us considerable damage — Notwithstanding every precaution was adopted to secure us against accident, yet in spite of every effort the sea made several desperate breaches over us at different times — Twice forcing the Launch from her chocks, by breaking the hooks of her grips, but she was saved from being swept on board by extra lashings to the rail on both sides — A heavy sea struck the Star Board & broke her in many pieces — Stove one of the gun coops and carried away a portion of the Bulwarks on the Starboard side — Much water forced it way below and kept the pumps in almost constant operation. On the whole, it was one of the longest & most violent gales I ever experienced on this Coast & I think we have abundant reason to devoutly thank an all protecting Providence for guiding us safe through the storm — I shall pass over several days, to me, almost a blank & commence at

Sunday March 10<sup>th</sup> 10 days —

We had a continuation of pleasant gales from S.E. to S.W. & good weather — Steering under all sail to the S.W. —

Lat. obs. 28.54  
Long. W. 53.30



Monday 11<sup>th</sup> March, 11 days from Boston.  
Had pleasant gale  
from the S.E. & very good weather, all this day. - Steer'd  
to S.West. under all sail - Longitude by Distances  
with Sun & moon at 7.50 Am was. 52° 58' West.  
Ther 7<sup>th</sup> - Lat Obs. 27° 05' Nth.  
Long. Sun. 52° 58' West.

Tuesday 12<sup>th</sup> 12 days.  
Had light breeze from the S.E. &  
S.E. all this day, with baffling light squalls late in the  
latter part. Steering to S.West. -  
Ther 7<sup>th</sup> - Lat Obs. 26° 12'  
Long. S.R. 53° 40'

Wednesday 13<sup>th</sup> 13 days.  
Had a pleasant gale from the  
S.East. through the night with squalls & light rain -  
Steering by the wind to the S.W. - Latter part cloudy  
with light air from N.E. and N.W. West. & with  
drizzling rain - No obs.<sup>n</sup> for the Latitude  
Ther 7<sup>th</sup> - Lat. D.R. 24° 52' Nth.  
Long by D.R. 54° 25' West.

Thursday 14<sup>th</sup> 14 days.  
Had light baffling  
winds between the S.E. & S.W. with squalls &  
drizzling rain until Midnight when the wind  
came in at West. a brisk gale - Tacked to the S.E.  
Weather cleared & wind continued at S.W.  
to the close of the day - At 8.10 Am Long. by  
Distances Sun & moon was. 54° 36' West -  
72 Lat. Obs. 23° 35'  
Long. Sun. 54° 11'



Friday 15<sup>th</sup> March. 1833. 15 days from Boston.

We had a brisk Gale from the West and S.W. throughout this day with some light squalls. At 2 P.M. saw a Brig in N. by anchor. At 8.45 A.M. Long. by Distance with Sun & Moon. Alt. Limb was 52.32 West. — Full Obs. 22.15 Nib. —  
Ther. 76 — Long. bet. to Moon 52.11 West.

Saturday 16<sup>th</sup> 16 days. Had a continuation of pleasant Gale from the S.W. & good weather throughout this day. Steering to S.E. & S.E. by E. —  
Ther. 77 — Full Obs. 20.51

Sunday 17<sup>th</sup> 17 days. Had moderate breezes from S.W. the most part of this day. Cloudy with light squalls through the night. Latter part clear & pleasant. At 10 P.M. saw a ship. Steering S.W. — At 5.00 A.M. 3<sup>rd</sup> Longitude by Distance, with Sun & Moon, was 49.21. —  
Ther. 78 — Full Obs. 19.48 —  
Long. bet. to Moon. 49.10

Monday 18. 18 days. A continuation of moderate breezes from the S.W. & S.W. throughout this day, and clear weather. —  
Ther. 80 — Full Obs. 18.16 Nib. —  
Long. E.R. 47.46 West

Tuesday 19. 19 days. Had light wind from South & S.W. until towards latter part of the day when it came round to N.W. continuing very light with good weather. Steering to S.W. —  
Ther. 82 — Full Obs. 17.16 —  
Long. E.R. 46.36



Wednesday 20 20 days out for Maranhau.

Began with light breeze from the East. Steering South by the wind. At 12 P.M. saw a small sail S.E. continuing towards us. At 1 mile of the steamer, when it ran up and columns were answered with stars & stripes. I did all in my power to speak her, but the wind would not permit. A very little courtesy on his part, however, would have enabled me to have sent letters home. She was a whale ship from cruises, to all appearances full & bound home. Wind continued very moderate until after 2 P.M. when it freshened to a brisk gale from E by N. - Latter part wind at East with a short chop from E. E. to S. E. -  
In 80. - Made a course S. 15 E. Dist. 95 miles. Lat. 0° 15. 46. Long. 15. 15. 10.

Thursday 21 21 days.

Began with light breeze from the East. Steering South by the wind. At 12 P.M. saw a small sail S.E. continuing towards us. At 1 mile of the steamer, when it ran up and columns were answered with stars & stripes. I did all in my power to speak her, but the wind would not permit. A very little courtesy on his part, however, would have enabled me to have sent letters home. She was a whale ship from cruises, to all appearances full & bound home. Wind continued very moderate until after 2 P.M. when it freshened to a brisk gale from E by N. - Latter part wind at East with a short chop from E. E. to S. E. -  
In 80. - Made a course S. 15 E. Dist. 110 miles. Lat. 0° 13. 56. Long. 15. 45. 24.

Friday 22 22 days.

Began with moderate breeze from the East. Steering S. E. to E by E. Weather cloudy with light squalls at intervals. Evening wind fresh to a brisk gale from E by N. - continuing through the night. Latter part, short trades from East & clear, fair weather. Made a course S. 16 E. Distance 156 miles. Lat. 0° 11. 27 N. Long. 15. 40 N.



Saturday 23. 23 days from Boston to Maranhão

Began with pleasant weather & light breeze from East. Under all sail Steering S by E. — Midnight wind got into S.E. & freshened — dark clouds rose from South with faint flashes of lightning and we had a steady rain from 2 till 4 P.M. — Latter part a good breeze from S.E. to E.S.E. — Cloudy —  
Made a Co. S.W. Dist 121 miles. Lat Obs.  $9^{\circ} 30'$   
Ther.  $80^{\circ}$  — — — — — Long DR.  $44^{\circ} 05'$

Sunday 24<sup>th</sup> 24 days. Had a brisk breeze from North with cloudy weather until after midday when it moderated, became more clear & wind laid on to S.E. — Weather moderate & fine weather all the latter part. Light rain from East at Noon —  
Made a Co. S.E. Dist 151 miles. Lat Obs.  $2^{\circ} 45'$   
Long DR.  $43^{\circ} 47'$

Monday 25. 25 days. The S.E. trade set in brisk before evening & continued steady with little variation from East throughout the day. Weather clear — Under all sail Steering South by West.  
Long by Distances at 1 P.M. with Sun & moon was  $41^{\circ} 34'$  West. Lat Obs.  $1^{\circ} 28'$  North  
Long Lun.  $42^{\circ} 10'$  West  
Ther.  $85^{\circ}$  — — — — —

Tuesday 26<sup>th</sup> 26 Days Had pleasant gale from East and good weather. Steering S by W all still set. At 1 P.M. the Long by Distances with Sun & moon was  $42^{\circ} 21'$  W.  
Made a Co. S.W. Dist 178 miles — Ther.  $85^{\circ}$  — Lat Obs.  $1^{\circ} 35'$   
Long Lun.  $43^{\circ} 06'$

Wednesday 27<sup>th</sup> 27 Days. Had a brisk trade wind from about East, with an occasional rain squall through the night — Steering S by E to counteract the Westerly set we have had two days past —



at 6 A.M. Steer. South. at 8. By 11 & at 10 A.M. high  
of the M. - Two black gulls & fine weather.  
Sailing by Pinnas at 1 P.M. was at 3.20 West.  
Lat 6.1. N. 53.30 East  
Dec. 85 — Long. Lun. 43.10 West

Thursday 28 March. 28 days from Portm.  
Lat 2.1. N. 43.10 West  
Longitude by Distances with Sun & Moon was 4.1.8 W.  
Steer. S. S. W. & by 11. at 4 P.M. hove to & sound in  
23 fathoms, over fine white sand - At 5 look in in water  
sails & coasts. 4 fathoms main course - Steer. in S. W. until 6  
when we had 15 fathoms water - Bore ship to north. and then  
under very easy sail to a low E. water having at 9 O.K. 20 fms  
at 10.30 only 12 fathoms - At 11.30 bore ship to S.E. and hove  
from 12 to 15.1.7 and down to 11 - then deepening again to 15 & 11  
fathoms which caused me no little anxiety as there was  
no soundings like it on my chart, in the situation  
where I supposed myself to be - At 5.30 bore up and  
Steer. 24 miles ~~W. S. W.~~ S. S. W. when Atacilume bore 10 mi S  
& Leagues dist - Steer. for St. Marcos and at  
noon Anchored off the City of Maranham -  
No Amer. Vessels in the place -

Friday 29<sup>th</sup> March. At Maranham.  
Got a permit to discharge our  
powder - Sent it all up to the Magazine above  
the City - found only 598 lbs, whereas there should  
have been 604 lbs - Carried by Ship Maanik from Pernambuco

Saturday 30<sup>th</sup>  
Discharged a few articles of cargo  
but frequent showers obliged us to restrain it for  
a better time - Arrived Brazilian Vitoria Marquis  
L. & Isabel days from Lisboa - Also a French  
masted vessel from Malacca with 1000 tons of rice



Monday 1 April 1853 - At Maranhão.

Discharged - Light  
breeze this morning & soon after dismounted  
the ship was hoisted in the harbor. 26 barrels of shell  
and 200 lbs of powder. Report that never sent to the 1st  
division the English Brig. Laguna - 350 tons for Liverpool.

Tuesday 2 April -

Discharged - 3 Lighter of Limes  
brought up in some of my cargo at a fair advance -  
the other three are now in the harbor and will make it very  
soon. The ship is now in the harbor.

Wednesday 3 April -

The morning was called the light  
ship Christian & long in the harbor. Liverpool  
and the Cotton - which the British ship is now in the harbor  
at Antwerp with the rest of the cotton - Mr. Pringle's  
for the ship.

Thursday 4 April -

The morning was called the light  
ship - the President that arrived here in the morning.  
The ship is now in the harbor. The ship is now in the harbor.  
The ship is now in the harbor. The ship is now in the harbor.  
The ship is now in the harbor. The ship is now in the harbor.  
The ship is now in the harbor. The ship is now in the harbor.

Friday 5 April -

This being good Friday of course  
no business could be done. The usual business was  
done, and the good Catholics in the place, and  
the many "predas" were seen in the place, to be pulled  
down tomorrow. The ship is now in the harbor.

Saturday 6 April - Discharged - Lighter of Limes - from  
the ship. The ship is now in the harbor. The ship is now in the harbor.  
The ship is now in the harbor. The ship is now in the harbor.  
The ship is now in the harbor. The ship is now in the harbor.  
The ship is now in the harbor. The ship is now in the harbor.



received a letter from the ...  
... ..

Monday 7<sup>th</sup> Apr. — The ...  
... ..  
... ..  
... ..  
... ..  
... ..

Tuesday & Wednesday  
... ..  
... ..  
... ..  
... ..  
... ..

Thursday 10<sup>th</sup>  
... ..  
... ..  
... ..  
... ..

Friday 11<sup>th</sup>  
... ..  
... ..  
... ..  
... ..

Saturday 12<sup>th</sup>  
... ..  
... ..  
... ..  
... ..

Sunday 13<sup>th</sup>  
... ..  
... ..  
... ..  
... ..



Monday 14 Aug. 1800 — Maranhão.

At 9 o'clock my boat & man  
& I went & explored the harbour to the opposite shore to see  
if we could find any timber which we could cut & use to build a  
small boat of which I was in need — I left one  
man in the boat & ordered him to sail the boat up as the  
boat came in — I now went back & sat down  
on the beach, but was not absent more than 30 min-  
utes, when I returned, I observed the boat under her  
own sail standing up to South. — The attention was  
called off from her for a minute or two, when casting my  
eye in the direction where she was last seen we found  
her was visible — I saw a canoe in the water but was  
too far off to be noticed, & now I remain in a state  
of indescribable anxiety, until a vessel came with  
several men came in from the South. I cast their  
nets a few hundred yards from shore. I immediately started  
his canoe and we returned on board. It was now  
10 o'clock in the afternoon and I had given up all hope  
of ever seeing boat or man again — I went directly  
on shore and made my life known to Mr. Peason &  
we both walked together to the battery which gave us  
a fine view of the harbour & to my extreme  
joy I saw the boat pulled up shore with ten blacks  
in her besides my man — I fastened down, anxious  
to know what had happened & was told that a sudden  
gust of wind had capsized the boat — the man suc-  
ceeded in getting the mast & sails on her bottom and  
clung to the vessel in hopes of immediate assistance  
but his fate had not been hastened by a single soul  
from the vessel —  
He would in all probability have perished, if he  
had not been observed from the house of Gen. José  
dos Reis de Brito who instantly sent a boat to his as-  
sistance. — In consequence of this timely relief the boat  
& man were saved & got safe on board  
with a slight loss —



Monday 15<sup>th</sup> April 1833. — Maranhão.

Arrived the Portuguese Brig *Scamper*. During the stay of *Donna Maria* ~~the~~ *Scamper* was on board this morning at 7 AM & was informed by Mr. Newell that John Davis one of the crew had offered to do any more duty on board. — I called to him & ordered him to his duty but was peremptorily told that he should not do any thing more on board the *Scamper* — On enquiring the cause of his decision in doing I was told it ensued in consequence of being denied the liberty of going on shore & returning by Mr. Newell. — I told him if he did not go back I should certainly send him to prison — he replied that he was ready to go. — I went on shore & got an order from the proper authorities & had him committed to prison without delay, hoping that a few hours confinement, and a low diet of bread & water, would bring him to his senses.

Tuesday 16<sup>th</sup> Apr.

Made my arrangements for sail on the 18<sup>th</sup> for Para — Ship 235 boxes soap & 3 Bales of *Indigo* — I liberated the Davis from Prison — the Navy Agent, Mr. *Wright* & asked for *John Davis* —

Wednesday 17<sup>th</sup>

Employed all this day getting my papers from the diff. departments. — Sent my *Laurel* for water in the morning early but she did not return till near night —

Thursday 18<sup>th</sup> From Maranhão for Para.

At 3 P.M. weighed the *Trail* lower & at 5 AM. being high water got under way & stood out the harbour in company with a *Brasill.* <sup>Empressador</sup> *Principe* deeply laden with rice for Pernambuco, & a large Portuguese ship called *San* — also with a full cargo of rice for Oporto. Before noon we were two miles to the windward of them both. — The *Brig* does not sail so well now, as with a full cargo in —



Friday 19 April. Brig. Mulligan Para.

Began with moderate breeze from S.E. Macilume bearing West. the flood tide just commenced - Made but little progress this afternoon - At 6 P.M. Macilume bore WSW Head Squalls from the South. until 9 P.M. when wind set in from S.E. again - Steer. to N.W. & N by W through the night, at daylight saw St. Ignace bearing N.W. - At 8 A.M. were at Luck - at 9 A.M. spoke an English Brig 35 days from Barbados bound to Pernambuco with flour -

Sailed 20th

Monday 20th

Began with pleasant weather & light breeze - Steered to N.W. & N by W at 10 A.M. continued on that course through the night - At daylight saw Salinas West & Leagues - passed it at 8 A.M. and saw an English Brig tacking to windward to westward of us. At 9.30 passed under her stern - she proved to be the Heroine of Liverpool bound for Para. now carrying too for a Pilot - At about noon we entered the Channel but it being high spring tides, little indication of breakers could be seen on the larboard hand and none on the Starboard - I continued my course in West & N by W. to get the middle of Sigoca Ist. bearing about S.E. by S in order to Land up N.W. when at 2 P.M. still having Sigoca in sight plain from the deck & with the glass appearing handsomely high, I noticed the water very smooth & leaving a Cast of the lead had only 3 fath' water with breakers not more than 4 times the Brig's length ahead - I wore round instantly & stood across towards Sigoca again, and soon deepened to 15 fath'. when the tide having ebbed considerably we were able to trace the outline of the reef to the South. & landed up N.W. before night we got hold of the Sand Spit. & by 6 P.M. were safe inside the Shoals - stood up S.W. & S by W with flood tide and at 9 P.M. we anchored a little above Vitoria in 8 fathoms. Water, soft bottom.



Sunday 21. April.

A Full.

Got under way at 6 AM with light  
air from the Eastward and stood to the Southward but  
the wind coming baffling we did not reach Bay St Anthony  
until noon, when the ebb tide set in - A smart squall  
however came on with the help of which we reached up above  
Paraguet St. where we again anchored at 6.30 PM in  
salt water & lay through the night with heavy rains -

Monday 22.

At 7 AM sent my papers to the Port and  
received the customary visit was allowed to pass - I then  
sent papers for Maranhão - At noon anchored off the  
City of Maranhão - Before anchoring I observed all the  
of the Regency had left their usual anchorage and were now  
dispersed in every direction many laying waste out in the middle  
of the river - The ships in Port I also noticed to be crowded with people  
Such circumstances induced me to think there had at least  
been a disturbance of a serious nature - The Custom house  
quay which in ordinary times was always thronged on the ar-  
rival of a vessel, was deserted, and not a single door open  
along the whole bank of the river - I was shortly visited by  
a boat from the Corvette, Capt. Englis, from whom I learnt there  
had just been a dreadful massacre of the Portuguese -  
The circumstances which gave rise to the atrocities which I am  
now about to record are numerous and may be traced back  
several years - It is not necessary here to go into a minute in-  
vestigation of them - Suffice it to say that in the present instance  
the Portuguese fell victims to their own rashness -  
When I arrived at Maranhão from Boston I met there  
a Brazilian frigate having on board a Gentleman appointed  
by the Gov<sup>t</sup> at Rio to the Presidency of this place - who  
was to supersede the present incumbent - Machado,  
his bad conduct had rendered him very obnoxious to Government  
The Brazilian Packet Brig *Attila* sailed from Mar-  
anhão a day or two previous to the Corvette and the  
President from what motive I know not, left the Corvette  
took passage in the *Attila* for this place -



An English Brig named Maranham arrived here on the 4<sup>th</sup> Inst. & brought information of the course adopted by the Government in regard to the Presidency. Meetings were called & resolutions passed, & men embodied by the Brazilians who appeared resolutely determined to prevent his landing. The more timid, or perhaps more prudent Portuguese, particularly those who had families, went on board the Vapour in Port, there to await the gathering storm. — On the 6<sup>th</sup> Inst. the Filiz arrived and every thing was in commotion but no act of violence took place. — The Portuguese party, although in the minority, was yet numerous and comprised all, or nearly all, the wealth & talent of the place. — The President sent a message to the Palace that he was ready to land whenever it was convenient to receive him. — He received for answer that when they were ready to receive him he should be immediately informed of it. — The Portuguese however were ill at ease to see the man who had been sent there probably through their own instigation, from Rio, treated so indignantly, and held frequent meetings for the purpose of bringing about a revolution. — The houses in which these meetings were held were well supplied with arms & ammunition and were so situated as to make it somewhat difficult to get possession of them.

On the 13<sup>th</sup> Inst the government heard that an individual by the name of Jolic with a party of Portuguese had collected a quantity of arms at Jolic's house. Orders were issued for him to appear before the Juiz do Paes and give an account of himself. — He replied with some insulting language, or certainly very imprudent language, & intimated as the parties then were, that he knew no authority in Para to send him before a Juiz do Paes, and if they wanted him they must come and take him. — telling the messenger that his house was armed & prepared for a siege. — This answer was carried to the President and arms were distributed amongst the Blacks & Mulattos, by the General at Arms who had secret orders to do as they afterwards did.



A body of these vagabonds who had never before shouldered a  
musket were marched to Jollies House, by the General at Arms  
who took with him three pieces of Artillery & demanded  
him as a disaffected person. Jollie refused to give himself up.  
Backed as he then was by thirty seven of his friends, he was informed  
that force would be employed, which however he disregarded  
& when the order was given by the General to attack the house  
Jollie & his friends were the first to fire when two soldiers  
were dead - This was a signal which had the Portuguese well  
understood it would have given the most of the time to save  
themselves. But there was only five who could be brought to believe  
that an open rupture was at hand, & this fancied security proved  
their death - They had no sooner discharged their muskets  
from the windows than a general attack commenced by  
a party in the streets - The 3 pieces of Artillery were drawn  
up in front of the house on the opposite side of the Street  
but owing to the constant fire kept up by Jollies party it  
was only fired three times. Against this great disparity of num-  
bers there was probably not less than five hundred men en-  
gaged - Jollie fought successfully with his friends for upwards  
of four hours, frequently driving them from their guns till at  
length their ammunition being expended they threw out a flag  
of truce which was wholly disregarded - they continued firing  
at the windows, marching at the same time up to the doors  
which were forced & the savages rushed in, when every soul  
in the house was instantly shot dead, not excepting the black  
slaves - Seventeen dead bodies were taken out of this house,  
the remainder of Jollies party made their escape by a back  
way and passed over the roofs of the adjoining buildings, two of  
them were shot on the roof of a house in making their escape  
one of whom rolled off into the street, and the other into a back  
yard - When the attack first commenced at Jollies, a part of  
the force bro't by the General at Arms were ordered to disperse  
& attack the Portuguese - Accordingly they set up the cry "Kill  
the Portuguese" and a scene of the most shocking barbarity  
instantly ensued - The Portuguese made a rush for the water  
side in hopes to get on board some of the Vessels, in which many  
happily succeeded - The boats belonging to the French, English



and Amer<sup>n</sup> Vessels used their utmost endeavours to save  
as many lives as possible - It was a shocking Spectacle to  
those on board the Vessels laying only a few yards from  
the shore, to see the defenceless Portuguese rushing to the  
river side followed by the Hellhounds of Power, Indian  
Negroes & all the vile scum of the place, where if a boat  
happened to be at Land they were safe. If not were de-  
liberately shot - They were hunted from among the high  
grass on the river side - Some, when disco<sup>vered</sup>, were seen  
to take to the river in hopes to gain some vessel by swimming,  
but were generally shot through the head after three or four  
fires - One poor fellow was seen to reach a small Vessel of  
the Country & being quite exhausted clung to her cable  
until he should regain strength. Having fired several shots  
at him in that situation, without effect, they launched a  
small Canoe and went off & took him - The poor lad  
for he was only 14 years old, was reconducted to the beach  
where he implored them to spare his life & let him go - They  
seized him by the shoulder, dragged him from the Canoe,  
& after giving him several severe blows with a naked  
sword on his bare back, pushed him from them, and  
told him to run. the boy started, they drew up their  
Muskets, and shot him dead. he fell in sight of those  
who could render him no assistance, & the Savages, after they  
had shot him, drew their bayonets from their sheaths and  
ran up to him and pushed the bayonet several times through  
& through his body, then stepped to the river side, washed  
off the blood, & returned them to their places, ready for  
the next one that came in their way - My Consignor Francisco  
Gaudancio de Costa. Portuguese & Russian Vice Consuls  
suspended the Portuguese & Russian Arms & flags in front  
of his house which was situated in the midst of all  
the trouble, being next but one to Yollies. but they offered him  
no insult - A house also on the same street a few  
rods beyond Costa, was also being attacked at the same  
time with Yollies - Mrs Costa fortunately had a brother  
at this time, Lieutenant on board the Corvette now  
laying in front of the City - The moment the firing com



menaced he hastened to the relief of his sister - He took her & her three children under his charge with the bullets whistling about their heads and conducted them safe on board the Corvette - After the massacre was over, which lasted two days - Corps were sent round the City and the Master & Slave were thrown in together and conveyed to the outskirts of the City where they all found a common grave -

The City is now desolated. I landed at 2 PM and walked through what was a week ago a street occupied by innumerable Portuguese, the most of whom I had done business with on my former voyage. Now every <sup>door</sup> closed, some with pieces of plank nailed across them & I was told that every soul had perished - Having called at the Palace the President had gone out - I popped on to the *Quil de Par* & returned to the palace again in about half an hour - I entered the hall & sent in a message & directly the great Man came out - asked me where I was from - took me by the hand & assured me that although it had been found necessary to resort to strong measures against the Portuguese that all strangers might feel themselves safe - I said I had not doubted it but I felt at that moment as I am sure I never felt before - had the most notorious Murderer that ever existed laid me by the hand it could not have produced in me a like sensation of horror, & I almost instinctively withdrew my hand from his - I forgot to state that this man led on the mob himself & was frequently seen at their head on the first day of the massacre - I took my leave of the President & went to the Mayor & from thence on board again - I found the following American Vessels here - Brig Baltimore Towne, Brig Race American, Bailey, Brig Richmond, Caldwell of Salem, Brig Algerine of New York, & Brig Atlantic, Furst of Baltimore - English Brigs, *St. Maria* & *Stranger* and another Brig, name unknown - The Baltimore was chartered to go to Maranhaw by Portuguese Merchants. Also a French Brig for same place - I found that many other vessels in port were taken up by the Portuguese who had escaped with their lives



Tuesday 23 April — Pica. —

Entered my ship and took out a permit  
to discharge tomorrow. Costa took courage & joined  
with me today - but in full uniform, and armed -  
A Proclamation was issued from the Palace today and sent  
off to the ships in the harbor inviting all the Brazilian  
to return to their homes again & resume their occupations -  
Not a word however to allay the dreadful anxiety of the  
Portuguese - Many of my old acquaintances came  
on board to see me today & related to me their hair-  
breadth escapes - One of them informed me that he escaped  
by leaping into a vault, whilst two of his friends who were  
with him were pursued & shot. Another, <sup>was</sup> João <sup>de</sup> Rocha <sup>de</sup> Almeida, an active industrious young man, of whom I have  
always purchased my Ind. R. Shoes, on hearing the alarm, fled  
with nothing but shirt & trousers for the river, as it was  
there alone they had any chance of saving their lives -  
He was however discovered & pursued by the bloodhounds  
who fired several shot at him which passed close  
to his head, but he plunged into the water and got off  
as far as his depth would allow. where a boat fortu-  
nately took him in -

Wednesday 24<sup>th</sup>

Arrived the Brig Washington  
 Barge 24 days from New York & Capt. Hunter  
 to Mrs. Campbell. Brought no News - Recd.  
 a letter from Miss. Copeland & Lovering forwarded  
 by Miss. Wheelwright & Bartlett of N. York.  
 Discharged a quantity of soap, furniture, bale  
 goods &c. Bought 1000 Crocks of Cocoa  
 at \$300 - I perceive that people begin to have con-  
 fidence again - The Canoes are drawing nearer the shore with  
 their produce, & the Streets begin to look quite animated.

Thursday 25<sup>th</sup>

Discharged 3 Launch boats of  
Cargo - purchased 94 pots Metaphor a 1100 lb pot



Friday 26<sup>th</sup> April. 1833.

Para.

Employ. discharging Barge - The Barge has brought a great quantity of Domestic. The Custom house is now crowded in every part and other stores are provided to receive the merchandise that may be landed tomorrow - In the afternoon two Brigs made their appearance below the fort - but could not get up against the tide -

Saturday 27<sup>th</sup>

Arrived two Portuguese Brigs from Lisbon, bringing important news. Got all my Barge on shore and received the Customary Visit -

Sunday 28<sup>th</sup>

Sailed Brig Baltimore, Corone, with passengers for Maranhão. Wrote Messrs Mender & Season - Also sailed for Richmond for Cayenne -

Monday 29<sup>th</sup>

Arrived the Marguerite de Bombal from Maranhão - bringing a small shipment of Copper money from Mender & Season - Then arrived today from Comata a Cygnus loaded with ~~eggs~~ Cocoa which I was in hopes to have purchased but the owner, being a Portuguese thinks of going with it himself to Portugal -

Tuesday 30<sup>th</sup>

The Brig San American sailed this morning for Salem - Mr. Benj<sup>n</sup> Apton & Lady went passengers. Also Mr. Ricardo de Lencuja - Wrote Mrs. Newell, and Messrs. Speland & Lovering enclosing Debenature certificates of the former voyage - Shipped 53 bags of 80 lbs. Salted Hides -

Wednesday 1<sup>st</sup> May

Holiday - Mr. Cusingson sailed French Brig St. Gabriel for Maranhão with 20 passengers on board - Arrived Brazilian Packet from Maranhão -



Dr. Silas D. ... 3. At Fair.

Each inch in sinking one of the vessels displaced more than the length  
I went to the bottom in a bottom water. — We received it  
again after some time to give the blacks 5 miles to drive  
him it — The new Packet Boat Constantia (Holland)  
from Macassar yesterday, brought me from Mr. van der Haagen  
20000 in Copper — The Dutch a strong rail was in  
order in the Port —

Friday 3<sup>d</sup> May.

Captured & run away — Took on her  
gun — & about some 100 back on the sea — captured the  
British vessel —

The Tuesday - 14<sup>th</sup> - 18<sup>th</sup> - 19<sup>th</sup> - 20<sup>th</sup> - 21<sup>st</sup> - 22<sup>nd</sup> - 23<sup>rd</sup> - 24<sup>th</sup> - 25<sup>th</sup> - 26<sup>th</sup> - 27<sup>th</sup> - 28<sup>th</sup> - 29<sup>th</sup> - 30<sup>th</sup> - 31<sup>st</sup> - 1891

Monday 5<sup>th</sup>

Passed over to the opposite side of the River in company with <sup>Mr</sup> "João" da Rocha & proceeded up a small river about half a mile to a place occupied by a few families engaged in making Indian Tobacco. These houses were built on piles & set up above the tide, which at high water, inundates all this part of the Country. I walked a few rods into the woods, to see the India Rubber Tree, which I found in all its diff<sup>t</sup> stages from the small sapling up to the tree of 100 feet in height. After consulting with the person who appeared to be at the head of this little community for a plant of the India Rubber, & some others, we returned on board again.

Monday 6<sup>th</sup>

Employ<sup>d</sup>. Shipping Cocoa & Sugar -  
Cocoa has now got up to 17 4/8. The Probe, and of course  
must be very much -



Wednesday 8<sup>th</sup>  
Employ Shipping Master & Balsani -  
received a Man on board as Steerman to go to U States.

Friday 10<sup>th</sup> - He had very bad rains all the latter part of this day - Shipped a few more Hides - The Brig Argonne, Capt. Stewart, sailed this morning for New York. but not showing to wait for the visit boat from the Corvette, she was brought to & strictly searched, when 4 Passengers were taken out & she was permitted to proceed -

[illegible]



[illegible]



[illegible]

Tuesday, 14<sup>th</sup>. A light fog since this morning has  
just come up which seems to be the strong  
Algerian which it was there a few days ago. The  
~~the same~~ weather of L. Sea. At 6  
P.M. It seems the spring & last which means  
H. Hens to return - Mr. Kewell returned  
board to day. Ship's 250 Algerians & about  
about 100 Salted Hens.

The Algerine struck on a small round shore of  
pneumatolite of rocks not more than 1 cable length  
from the point. I was called on board yesterday  
by the Consul with Capt. Fort to see how much  
water she made - we found she made about 11  
inches the hour. She carried a quantity of nuts & hides -

Wednesday 15.  
Shipped 71 skins *Cratichneumon* West.  
As the Coats' evidence against the two men which I sent on the  
the forevells *Epimora* yesterday, was not sufficient to get  
me in sending them home in boxes for trial. I had them  
sent at Albany. paid them the balance of 4000 and  
at times go about their business.



Tuesday 16<sup>th</sup> May 53. Barro.

Employing ship to go to 1,000 ft. and  
to get the ship. Shipped the 1,000 ft. and  
the 1,000 ft. and the 1,000 ft. and the 1,000 ft.

Friday 17<sup>th</sup>

Employing ship inside and at  
other party - the ship mentioned above is at  
Barro below the fort & will be put in quarantine  
in consequence of the Cholera in Lisbon, and not  
bringing a clean bill of health. - Shipped 179 feet  
& 1/2 of 1,000 ft.

Tuesday 18<sup>th</sup>

Shipped 1/2 of 1,000 ft. and  
the 1,000 ft. and the 1,000 ft.

Monday 19<sup>th</sup>

Received from the Treasurer this day  
the 1,000 ft. and the 1,000 ft. and the 1,000 ft.

Monday 20<sup>th</sup>

The 1,000 ft. and the 1,000 ft. and the 1,000 ft.  
and the 1,000 ft. and the 1,000 ft. and the 1,000 ft.  
and the 1,000 ft. and the 1,000 ft. and the 1,000 ft.

Tuesday 21<sup>st</sup>

Purchased some Cocoa & Rubber from  
the 1,000 ft. and the 1,000 ft. and the 1,000 ft.  
and the 1,000 ft. and the 1,000 ft. and the 1,000 ft.

The 1,000 ft. and the 1,000 ft. and the 1,000 ft.  
and the 1,000 ft. and the 1,000 ft. and the 1,000 ft.



Wednesday 22. May. Para.

Bought a few more lbs of cocoa  
from Peto Malfeis. Weather extremely hot. No rain.

Thursday 23<sup>rd</sup>

Went to Point Penhine in company  
with Sen.<sup>r</sup> Jose Daniel de Falcão to ascertain the  
position of the rock on which the Brca Algunes struck  
on going out the 11<sup>th</sup> Inst. - I discovered the rock to lay near  
two cables length from shore, and struck on it with the  
Boat. It is about 25 feet wide & perhaps 40 long. Steep  
all round, with a safe channel inside of 8 fathoms.  
Not dreaming of the existence of such a rock, I must  
have passed either inside or outside of it many times, and  
what is very singular is that I have <sup>never</sup> yet struck on it.

Friday 24<sup>th</sup>

Arrived some boats from Comata with  
cocoa. I was in hopes to have purchased a few thousand arrobes  
but others came into the market & gave prices that I was wholly  
unprepared to give (4000 arrobes paid I consequently got none).

Saturday 25<sup>th</sup>

I came to the resolution to purchase a  
cargo at any rate & went forward & bought 600 arrobes  
at the price mentioned above - Also purchased another  
of same quantity at same 1550/- Shipped three hundred  
twenty arrobes Cocoa. 74 Peto Malfeis. 28 Salted hides.

Sunday 26<sup>th</sup>

Arrived the Brca Athalia  
from Pernambuco. (Capt. Held) and British Schooner of war  
Speedwell last from Maranhão.

Monday 27. Arrived Packet Brig Atalanta  
from Maranhão. - No news.



Tuesday 28<sup>th</sup> May. 1833 - Tarea.

This day as well as yesterday being holidays no business could be done with the Consulado & consequently did not ship any cargo. Bought a few best hides & a little Balsam.

Wednesday 29<sup>th</sup>

Employed shipping Hides, Indian Rubber, Cocoa & Balsam - Afternoon quite squally with rain -

Thursday 30<sup>th</sup>

Employed shipping I. R. Skins. No arrival of produce from the Interior -

Friday 31<sup>st</sup>

Employed shipping Molasses & Cocoa. Rain R. etc. -

Saturday June 1<sup>st</sup>

Arrived the Brig Numa, Upton, 26 days from Salem - No letters - brought me papers to the 25<sup>th</sup> of May. The Numa has 225 bbls flour, & spices -

Sunday June 2<sup>nd</sup>

The Felicia Nova came up from quarantine. Also arrived the Schooner Minerva 43 days from New York, & probably brought out a large ton of false copper coin which she has landed at Marajo -

June 3 & 4<sup>th</sup>

Scarcely anything doing - Recd. a letter from Mess<sup>rs</sup> Copeland & Loring under date of 3 April - Bought about 80 Candies Balsam.



Wednesday 5<sup>th</sup> June 1833. *Para.*  
Arrived Hon. Brig. Fredonia  
Capt. Appleton from Salem, 26 days — Bought a  
large lot of prime Shoes — of *João* da Rocha Oliveira

Thursday 6<sup>th</sup> *re* Arrived the Brig Amythust. Willis  
from Salem via. Maranhão — *Mr. A.* sold his  
flour at 16,000 Fish at 10,200 Cigars at 4,150 etc —  
*Pic.* a letter from Mendes & Season — And one in  
duplicate from *Mr.* Copeland & Lovering Boston.  
The English Sloop of war Ganet & Schooner Speed  
went out this morning — The former  
being destined to some of the W.I. Stations — The  
latter only accompanies the Ganet as far as  
the Shoals & returns again to her Station here —  
Also sailed the English Brig Santa Maria  
with freight for Portugal — There was a re-  
vult current in the afternoon of an intended ris-  
ing of the Blacks — Many people took the alarm  
& fled to the Vipers in Port — *Mr. Costa* Consul  
for Portugal & the French Consul, being  
waited on by the President to ascertain if such  
was the Case, when he assured them it was  
wholly & totally without foundation and  
that they might rest perfectly safe at their  
own homes, as well as all foreigners in  
the place — Of course I did not quit my  
domicil —

Friday 7<sup>th</sup> — Employed: Stuffing & Packing R. Shoes —  
Bought a little Cocoa & a few Nuts — Arrived  
a French Schooner from *Alcoa*  
ship or Brig below at the Port.

Saturday 8<sup>th</sup> — Employed: Shipping Cocoa, Nuts  
&c. Pack all my Shoes — Ballisnon Sail.  
for Salem & Sultana for Maranhão



Sunday 9<sup>th</sup> June 1833. Para.  
Received from merchants  
the Brig Para Packet & English Brig mostly  
from Lisbon —

Monday 10<sup>th</sup> L  
Employed Shopping & Procuring  
of Rubber — Arrived at 11<sup>th</sup> the Austrian  
Brig from Gibraltar —

Tuesday 11<sup>th</sup> L  
Shipped the remainder of my Cargo  
consisting of Beeswax, Resins & Rubber —

Wednesday 12<sup>th</sup> L  
Cleared at the Custom house &  
got all on board, ready for sailing in the morning —

Thursday 13<sup>th</sup> L  
At 9.30 Am got under way and  
stood down the river with a good breeze from  
the Eastward — At 1.30 Pm anchored in Bay St.  
Anthony — on the last of the cbb, & filled my empty  
Water Casks — At 7 Pm. lighted again and  
stood down river with weather squally & did not  
with rain —

Friday 14<sup>th</sup> L  
At 2 Am anchored in 12  
fathoms water on the last of the cbb — At  
daylight I found myself quite overboard the cork  
sacks — got under way again at 8.30 Am. & discovered  
my small bow anchor stock gone —

Saturday 15<sup>th</sup> L Sea Account.  
At 2 Pm anchored  
in 5 or 6 fathoms water with Point St. Peter bearing  
E. S. E. 4 miles — First breeze from N. E. —



At 8.30 P.M. got under way with the fish of the ebb  
stood for the Shoals Steering N by W. - We kept the lead  
constantly going, & the least water we found was 6 1/2 fath.  
The disson. soon after getting into a sea way that the brig  
made considerable water, although she was thoroughly caulked  
in a Haranham - Had a pleasant gale from the  
N.E. by E. to E.N.E. with good weather through the night.  
We ascertained that the Brig made about 4 1/2 inches in  
2 hours. At Noon had 15 1/2 fath. water.

Lat. Obs. 0. 50. Wt.  
Long D.R. 49.00 W

Sunday 16<sup>th</sup> June 1833.

We had light breezes  
from the N.E. & N.E. by E. - Sometimes at N.N.E. - with  
some light squalls & rain during the night. - Steering  
by the wind to the North & West.

Lat. Obs. 2. 47  
Long D.R. 49. 36

Monday 17<sup>th</sup>

We had light breezes, now about N.E. by E. with  
little variation throughout this day. Latter part of Night hard  
breeze - At Noon set fore top Sails M. Steering Sail and  
Main top Sails Steering Sails - Steering N by W.

Lat. Obs. 4. 41. Nib  
Long D.R. 50. 30 Wt.

Tuesday 18<sup>th</sup> 5 days Out.

Ocean with moderate breezes, from the E. by S.  
& good weather - Steering to the North. - At 4 P.M. fresh  
in squalls with showers & before 8 P.M. had steady fresh  
gale from N.E. by E. & clear weather - Fore & Main top Sails set. - Good  
fresh trades & good weather - Steering N by W.

Lat. Obs. 7. 16  
Long D.R. 50. 45



Wednesday 19<sup>th</sup> June. 1833. Had a fresh Gale from  
 E. N. E. & N. by E. steering to N. N. W. - Latter part  
 more moderate. Set royal, & on to N. N. W.  
 The sail on nearly all this day through discolored  
 water - Latter part saw large flocks of birds -  
 Obs. Lat. 10. 06  
 Long. 52. 30  
 Ther 81 -

Thursday 20<sup>th</sup> June. 7 days out.  
 Had a fresh Gale from N. E. by E all this day. Steering to the  
 N. N. W. under all sail - Have had a southerly current  
 this day. The water has changed from a deep green to an  
 oceanic blue - Ther 82 - Lat. Obs. 12. 36 N  
 Long. 53. 20 West

Friday 21<sup>st</sup> June. 8 days.  
 Had fresh gales & squally  
 weather through the night - Steering N. N. W. with  
 wind at E by N to E by E - At 11.30 Am. Long. by  
 Distances with Sun & Moon at L. was 53. 49 West.  
 Lat. Obs. 14. 50  
 Made a Course, N. 25 W. dist. 153 miles Long. 54. 21  
 Thermon - 83 - Long. by Lun. 53. 52

Saturday 22<sup>nd</sup>. 9 days.  
 Had a pleasant gale  
 from E. S. E. to S. E. throughout this day - Steering  
 under all sail to the N. N. W. - At day light in the  
 morning saw a Brig steering to the west -  
 At 11.30 Am. Long. by Lun. Distances was  
 55. 15 West Lat. Obs. 15. 36 N  
 Ther 85 - Long. Lun. 55. 15 W.



Brig Malla from Para towards Boston.  
Sunday 23<sup>rd</sup> June 1833. 10 days out —

We had light winds from S.E. until towards  
the latter part of the day when it became baffling with  
light showers and calms —  
Ther. 84 —

Latt. obs. 18. 11. Nth.  
Long. D.R. 55. 35 West.

Monday 24<sup>th</sup> 11 days.  
We had light breezes from S.E. & S.  
S.E. all this day — Steering to N by W & N.W. At 2.30  
P.M. Long. by distances with Sun & Moon was 56. 20 West.  
Ther. 86 —

Latt. obs. 19. 16. Nth.  
Long. to Moon. 56. 44 W.

Tuesday 25<sup>th</sup> 12 days —  
Began with light airs from  
S.E. and clear weather — Steering to the N.W.  
At 2.30 P.M. Long. by distances with Sun & Moon was 56. 46  
Towards the latter part the wind got into the S.W. & before noon  
we had a very pleasant breeze — Steering N.W. by N.  
Ther. 87 —

Latt. obs. 20. 25. Nth.  
Long. D.R. 57. 10 West.

Wednesday 26<sup>th</sup> 13 days  
Had a continuation of light  
winds from S.W. and pleasant weather throughout.  
Steering to N.W. by N. — At 8 A.M. an Indian ship  
crossed our course, ahead — Steering to N.E.  
Ther. 86 —

Latt. obs. 21. 20.  
Long. D.R. 57. 50

Thursday 27<sup>th</sup> 14 days.  
We had very light winds & calm  
calms throughout the 24 hours — Wind variable  
Ther. 85 —

Latt. obs. 22. 10.  
Long. D.R. 58. 00 N. 51.



W. H. & W. H. from S. A. & S. A. & S. A.

Friday 28<sup>th</sup> June 1833. 15 days out

We had nothing but light airs and calms throughout this day - Some light rain showers - otherwise clear weather

Sur. 28

Lat Obs. 23.10

Long. W. 59.56

After part. saw a ship ahead steering to North

Saturday 29<sup>th</sup> 16 days

Had a continuation of light winds between the S. & E. - Steering to N. N. W.

Sur. 29

Lat Obs. 24.45

Long. W. 60.46 West

Sunday 30<sup>th</sup> 17 days

Light airs from the S. & E. on this day - Steering to the S. W. by N. We discovered the starboard main truss to be badly sprung, which made it necessary to take all sail off the main mast, come up all the rigging & get a good strip round the head of M<sup>o</sup> mast and heel of top mast for better security.

Sur. 30

Lat Obs. 25.53

Long. W. 61.20

Monday 1<sup>st</sup> July 18 days

Light winds from East with squalls at intervals - Steering N. W. by W

Sur. 31

Lat Obs. 27.12

Long. W. 62.00

Tuesday 2<sup>nd</sup> July 19 days

Began with moderate breeze from S. & E. which blew right on us. In evening had a heavy rain with much lightning & heavy thunder - Took in light sails and soon observed the moon quite obscured - At about 7 P. M. appeared to be cleared



July 1st. 1841. N. Boston.

Found the sea to be nearly totally calm - At 10 AM  
Made more sail - Morning came a sail to N.W. of Mt.  
top Gall. which just appearing above horizon - at 6.30 AM  
at 9 AM made her out to be a ship steering to N.W.  
At 11 AM was alongside & spoke her - The promise to  
be the Ship *Euphrates* Capt. Allen of New-  
Bedford. 30 months out & 116 days from Galley,  
brought home with a full cargo of Sperm Oil -  
was pleasant calm from N.W. & very weathered.  
Thurs. 1st

Long R. 63. 18 W. Lat. 28. 32 N.  
Wednesday 3<sup>rd</sup> July. 20 days from Tara.

We had a good breeze from the S.E. which con-  
tinued steady from that quarter throughout the day - at  
10 AM the *Euphrates* was not in sight from the Deck.  
At 11.15 AM the Longitude from distances west of  
Antares was 64. 20 West. - Weather clear -  
Steering to N.W. - Lat. obs. 30. 10 N.  
Thurs. 2<sup>nd</sup> Long R. 65. 21 West.

Thursday 4<sup>th</sup> July. 21 Days. Began with a  
bisk gale from S.E. and good weather - Steering to N.W. -  
towards midnight it became squally with sharp lightning in all  
directions with frequent loud peals of thunder - Shortened sail -  
Laid squally throughout middle watch - Morning wind  
shifted in square to N.W. & West. but soon returned to S.E.  
& afterwards had an hour or two of calm - Little sail  
lost gale from S.E. & rain - No observation.  
Thurs. 7. 30 - Lat. R 31. 31 N.  
Long R 66. 52 West.

Friday 5<sup>th</sup> July. 22 Days - All this day we had a fresh breeze from S.E.  
& fresh with some light squalls - Saw several sails of ships  
during the 24 hours - Spoke a French Brig but were so fast and our  
courses being at right angles from each other could not get any answer.  
Thurs. 8<sup>th</sup> - Lat. obs. 30. 51



Brig. Mulligan. Pa. March 1861

Saturday July 1<sup>st</sup> 23 Caps set

Clear & pleasant July 1st - a day out - Began with  
 pleasant gales from the N.W. and flying clouds - B. 5 P.M.  
 the wind shifted to the N.E. and by midnight got into  
 N.W. - at 2 P.M. wind at North East. Clear to the  
 N.W. - latter part pleasant rain from North  
 clear weather - At 7 A.M. the day was overcast  
 to North East - 5 P.M. Two things in sight in N.W.  
 then 1/4 - At Noon height of atmosphere 74 - Alt. of S. 34.56  
 " " " do of barometer 76 - Long. N - 59.10

Sunday 7<sup>th</sup> 24 days.

Began with light winds,  
 from the North. & clear weather - Hazy by the wind at the  
 P.M. Had it calm through the night and to the end  
 of the day, with clear hot weather.  
 On 7 AM. the Long by Distances with Sun &  
 Moon was.  $68.34$  West. - Lat Obs.  $34.50$ .  
 The  $51.30$  - Long. by Lunar.  $68.34$ .

Monday 8<sup>th</sup> 25 days —

Commences calm - At  
2 P.M. a light breeze sets in from the N.E. which con-  
tinued to increase until before midnight we were  
going at the rate of 7 knots. - Weather clear and  
wind steady at 2 P.M. by 11 - steering to N.W. by N.  
At 7.30 A.M. Long from distances with sun & moon  
Lat. 69.30 W. Long. 82 3 Lat. Obs. 36.19.8.  
We have had strong ripplings 3 Long. by Sun. 69. 48 W.  
all the latter part of the day and a confused haze in which  
I suppose is caused by the cold stream of the Gulf -  
The difference in the temperature of the atmosphere  
to sea water from repeated trials in the course  
of the forenoon, was found to be only 2 degrees -  
the water being the coldest.



Trig Mulla. towards Barton.

Tuesday 9<sup>th</sup> July 1833. 26 days from Para -

Began with fresh gales from S.W. and clear weather - steering to the North by N. - spoke an English Brig from Mobile bound to Liverpool - At 8 A.M. we had got clear of the Gulf Stream - Water being 4 degrees colder than the atmosphere - steered to the North; through the night with all sail set - Latitude part more moderate - At 9 P.M. the Long. by Distances with sun moon was 69. 40 W  
Thur. 72 - Latitude 39. 20  
Long. Lun. 69. 40

Wednesday 10<sup>th</sup> July. 27 days -

Began with a pleasant gale from N.W. steering to N.W. - At 9 P.M. wind came on from S.W. when it continued the most of the night - At 6 P.M. sounder in 57 fathoms - Sound to N.E. soundings gradually decreasing to 25 fathoms by 6 A.M. - At 7 A.M. was somewhat surprised to see the land bearing from N.W. to N.E. - Concluding that it must be the Isl<sup>de</sup> of Antioquia & that I had got in to the Westward of the land I immediately backed ship to the South & steered South 8 miles - then S.E. & E. by E. until I got the Lat. at noon - when we had 17 fathoms water - fine dark land -  
Lat. 41. 2

Thursday 11<sup>th</sup> 28 days from Para.

Steering S.E. with light winds from West. in order to pass the extreme southern point of South Brazil - At 3 P.M. saw a strong reef & passed over it in 8 fathoms water - this was what I was in search of. It soon deepened to 16 fathoms - kept back 30 min - then steered N.E. by E. 14 miles, then N. by E. 6 miles, then North. Taping between the fishing & great reefs. At daylight saw the land of the Cape - first bearing from S.W. - At 8 A.M. passed Cape light house and at 3 P.M. anchored in Quarantine ground -



I was visited by the medical physician and strongly advised  
that I should keep on the main hold & take up quantity  
of wet salt & hides stowed there as he considered consistent  
with his duty, gave me liberty to go up to the city wharf  
I did so — We accordingly took up the Trench and  
got about fifty hides on deck put some chloride of  
lime in the hold & but coming away again

Saturday 13<sup>th</sup> Got under way and at 5 P.M. and  
hoisted off Central wharf

## July Boston.

July 19<sup>th</sup> Had the cargo all in store or sold.  
Hauled the Brig to Liverpool wharf, shipped the main  
mast & put up new Main Ropes — The old ones being  
rotten & broken. July 23<sup>rd</sup> Began to take in and  
on 25<sup>th</sup> at evening was all ready for sea —

July 26<sup>th</sup> Intended to have gone to sea this morning,  
but the wind came in at East and confined us in  
Port till evening, when a brisk gale set in from the  
West. — We were in readiness. Found pilot on  
board — got under way & was off in a little less than no  
time. It was after midnight before we lost sight of  
Boston Light. —

## Brig Malta. Towards Para.

July 26<sup>th</sup> — We left Port with wind at S.W. and good  
weather when it continued two or three days, being to N.W.  
weather continuing pleasant excepting a short interval in  
the Gulf when we had it cloudy with some squalls  
& rain. This we did not mind as the wind was fair —  
Wind returned again by the West & came round as far  
as South — always with a good whesail breeze. With  
wind between S.W. & South we reached down as far  
as Lat 32. N. in Long 50° West. We now took  
the wind (after about 2 hours light air & calms) at East



with this we stood away to South, with a fore top mast  
staying sail set in order to pass over 5 or 6 degrees of Latitude  
where there is no regular trade wind as quick as possible  
to avoid calms, to which this species is always more or less  
subject - As we proceeded South however the wind did  
continue East & E by S. - At Lat. 26 took in top mast stay  
sail & hauled close to the wind - Were not able to make  
a course more than S by East. - We had very pleasant  
weather & moderate breezes, so that we were always able  
to carry our royals, until in Lat 19. Nth when we were  
obliged to reef our top sails for a short time - It did not  
continue long & we soon had all sail on again - Wind  
seemingly fixed at E by S. - Having arrived in the  
Lat. of 16 - it became baffling & finally, after a few light  
hours Calm - To this shortly succeeded light air from the  
S.E. which soon increased to a good breeze gradually hauling  
to E by S & East. so that in less than 24 hours from sailing close  
hauled S by E in a N.E. Trade - we were going off hand  
borely S by E in the S.E. Trades - Taken in 16 degrees of  
Nth Latitude -

On the 11<sup>th</sup> of August at 9 A.M.  
Got distances with Sun & Moon which gave the Long-  
itude 48. 54 West - Current to Noon - 48. 45 W  
Lat Obs. 13. 46 N.

From the 11<sup>th</sup> to 17<sup>th</sup> made but little progress having the  
winds sometimes at N.E. for a short time, then at S.E. to  
S by E. with intervals of Calms -

August 18<sup>th</sup> We had it nearly calm all this day &  
yesterday. attended with a tremendous swell from  
the S.W. - the rolling & breaking as in a gale of wind.  
& every minute expected we should have lost our  
masts - By observation we find we have been  
set about 90 miles S.E. the last two days -  
Long. by Lunar at Noon 48. 10  
Lat. 4. 52

Aug. 19<sup>th</sup> Calm all this day - lowered the boat  
& triced the current. found it sitting half a mile  
to leeward to N.N.W. We have in obs in 4. 35  
Long. by Lunar at Noon 47. 50



Tuesday August 20<sup>th</sup> 1833. from Boston for Para.  
25 days - At 4 PM a light  
air sprang up at E.S.E. with which we stood on  
to the Southward - By sundown we had a pleasant  
gale which continued through the night - At  
daylight we perceived the water to have changed  
colour indicating soundings - At Noon we  
had wind at East by Nth. Steering S.E. to S.E.  
Soundings 50 fathoms - Long. by Lunar  
put us in  $48^{\circ} 38'$  & Lat.  $13^{\circ} 28'$  by obs.  
showing a current of about 40 miles N.W.  
the last 24 hours -

Wednesday 21<sup>st</sup> 26 Days  
Steering to S.E. with a good breeze  
from Eastward - At 6 PM had 60 fathoms, a mixture of sand  
& loam - From this it began to shoal so that at 12 AM  
we had only 20 fathoms - Latter part wind quite light,  
being in 9 fathoms at 11.30 AM & finding the current  
setting us rapidly to the Westward, that it best to come  
to an anchor which we did & found a current N.W.  
2 miles per hour - Bottom soft mud - Lat. obs.  $2^{\circ} 06'$   
Long at Anchor  $49^{\circ}$  -

Thursday 22<sup>nd</sup> August. 27 Days  
At 1 PM the current had changed  
from E.S.E. to South - & the wind being so that we  
were able to bring it on the lee bow, Weighed & stood  
to the S.E. by S. - Continuing standing on this course  
through the night, sometimes up S.E. & some times  
off S.E. in soundings between 8 & 14 fathoms  
Soft muddy bottom - At noon had 10 fathoms  
Soft muddy bottom. Lat. obs.  $1^{\circ} 4'$  near  
Long -  $48^{\circ} 40'$

Friday 23<sup>rd</sup> 28 Days -  
Began with pleasant gales from the E.S.E.  
Steering to the S.E. under all sail, finding but  
little current we did not come to anchor but  
continued our course to S.E. in from 10 to 12



Fath. 100. Water soft, mud - Wind favoured still  
more in the evening, so that we lay up S.E. by E. and  
by 4 AM had alter. our soundings to 13 fathoms.  
fine sand - At 6 Led fine sand & black specks  
in 14 fathoms - Water having lost its dirty muddy colour  
& assumed a greenish hue - At 8. had 19 fathoms.  
Steer. S. S. E. twenty minutes & had 30 fathoms - Knowing  
from this we were on the broken ground off the  
mouth of river. bore up S by E & made all sail  
for the land. At 9.30 saw St. Maracuna &  
soon after Sagisca - bore up & Steer. West in 17  
fathoms water - At 10.30 saw breakers from  
West Lead bearing N by S - Steer. W by N for the  
Papaya between the two Shoals - Keeping the  
Leadboard breakers on board - At 30 minutes  
past noon Land. ap. N. & let Steering Sails -  
At 2 P.M. past. The highest Hoop of war Vessel  
at Anchor - At 4.15 past. Colares -  
At 7.00 P.M. anchored in Bay St. Anthony in 6 fathoms water.

Saturday 24<sup>th</sup> 29 Days from Boston -

At 4 AM got under way and stood up  
river - At 5.30 passed Pt. Pinheiro and at 7.30 Anchored at the  
fort & sent the papers on shore - received the customary  
visit when we weighed again and at 10.30 Anchored  
off the City of Para - The Brig Pamela, Capt.  
Smith of Boston - Washington Barge, Stanley of  
New York, were here. Also the U. S. Schooner Enterprise  
Capt. Downing, from a cruise, undergoing repairs.  
Rebecca of New York & Fair American of Salem.

"We found the political state of the Province compar-  
atively tranquil - but produce very scarce, & many vessels  
wanting cargoes, every thing commanding a very high  
price - I was much disappointed in not finding any  
cargoes ready for me excepting about 800 lbs of Sugar - My con-  
sequence for trading in excise that produce took no rise  
immediately after I left, and that purchases could not



At Para.  
be made without exceeding my limits — The Brig  
Amythst that left Salem, two days previous to our  
sailing from Boston, had not yet arrived —  
neither had the Baltimore arrived at Mar-  
anhame, that left Salem ten days before us, but  
as they might now be hourly expected, I went in  
to the market & bought up in the course of a few  
days nearly half my Cargo, when, as I was hesitating  
about giving \$4600 for a lot of two thous. arrobs of Cocoa,  
a French Brig arrived from Maranhame  
and immediately bought up all the Cocoa in the market  
Having however secured about 1500 arrobs of the above  
articles, I turned my attention to Shers and soon  
got together a prime lot — Cocoa advancing to \$480  
+ \$4900 the arrobs of 32 lbs.

August 28. Arrived Brazilian Schooner Witel  
from Pernambuco with Sugars to Mr.  
James Cambell — (300 Bbls)  
Sailed the Brig Rebecca  
Capt Currier for New York — Also an English  
Brig for London —

Sept 3<sup>d</sup> Sailed the Brig Fair American for Salem  
" 4 The Portuguese Ship Felicidade Sailed for  
Lisboa, with Costas Children & Governor —  
Arrived a French Brig from Maranhame  
(The Amaron) Mons. Barber owner, to Costa

Arrived the Brig Amythst, Willis. 44 days from  
Salem —

Sept. 8 Arrived the Brig Baltimore Town of Salem  
& Brig Oranto of New York from Maranhame —  
— 10<sup>th</sup> Arrived an English Schooner from London  
bringing Mr. Phillips, his wife & Sister —



By the 24<sup>th</sup> Inst. I had succeeded in getting my cargo ready  
and on the 25<sup>th</sup> had every thing on board — The Baltimore  
sailed on the 26<sup>th</sup> for Galena her cargo being all ready for  
her when she arrived from Maranhão —  
The French Consul. Mons. Brown sailed from this a few  
days ago bound for a port in France, but, on reaching the  
mouth of the River the Orvil made so much water that  
she was obliged to return to Port & discharge her cargo again.  
Mr Brown, in consequence of this misfortune, has con-  
cluded to take passage with me in the Malta to Boston.  
From ~~Boston~~ Para for Boston —  
On the 26<sup>th</sup> Sept. at 11 o'clock Am we got under way (in com-  
pany with the Brig. Oronto. Capt. Fowler (Capt. Towne,  
but chartered by Mr. Corning) and stood on our tanks,  
the wind blowing a good breeze directly up the River —  
Several small boats came on board and remained with  
us until we had passed the River Fort. The Oronto  
had the start of us in getting under way nearly half a mile  
which distance she preserved until our friends took  
their leave when being relieved of two heavy Launches,  
which we had had in tow we were able in half an hour  
to come up with the Oronto and off Pointe went to the  
windward of her — At 5 P.M. anchored in 4 fathoms in  
Bay St. Antonio. 1 mile from Pt. Mosquera — The Oronto  
anchoring a little outside us — At 11 P.M. weighed  
and commenced working down River again. The  
Oronto, carefully following in our track, as Capt. F.  
had never before been in this river — We reached  
down as far as about 4 miles south of the Town of  
Colares at 5 o'clock <sup>Am</sup> when we again anchored in 6 fathoms  
muddy bottoms.

Sept. 27<sup>th</sup> At 10.30 Am weighed again, and with fresh  
breezes from N.E. succeeded in gaining a situation about  
6 or 7 miles from Pointe Super. (bearing N.E. by E.) in 5  
fathoms. water soft bottom. affording us a good shelter from  
the sea, & a good position for going to the next Tide —



Brig Marta from Para towards Boston.

Sept. 28<sup>th</sup> Sea Acc<sup>t</sup> 1833. —

At 11 O'Clock P.M. got under way again and stood to Northward. The Otranto following in our track. — We had the wind so that we were able to steer the most of the time North. & N. by W. — We passed the Bar in 3 1/4 fathoms and by 4 A.M. were clear of all danger. — The Otranto on our lee quarter at 6 A.M. two or three miles distant.

Vessels Left in Para. Brig Pamela Capt. N. P. Smith, of & for Boston. to sail in 3 or 4 days. — Brig Amythist, Willis, of Salem, uncertain. Brig Washington Barge, Stanley, for New York in 4 or 5 days. — Brig Algerine Stewart, of New York, just arrived.

Obs. Lat.

Sunday 29<sup>th</sup> Sept. 2 days —

The Wind continued at E. by E. in a pleasant Gale & fine weather. — The Otranto steered a point more to the Westward and at Night was hauled down to Leeward. — At day light she was not in sight. — Wind becoming quite light. — Obs. in Lat.

Up to the 5<sup>th</sup> of October we have continued light winds. & discol. water with strong current ripples. I got Distances this morning & made the Long 49.50 West placing us three degrees to East of Account. — We have now got into smoother water again and appear to be out of the current. — Obs. in Lat. 12.27 — Winds at N. by E. Light. — Long Noon. 50.00

The 86 —



Monday 7<sup>th</sup> October 1833. 9 days from Wake

We had light air all day yesterday and this day  
also from the S. E. & East with clear weather  
standing in and all sail to N. by N.  
This day at 10 o'clock Arr. The Longitude by distances  
with Sun & moon N. L. was  $51^{\circ} 45' 30''$  N. E. P.  
Ther. 85. Lat. obs.  $41^{\circ} 56'$   
Long. obs.  $51^{\circ} 50'$

Tuesday 8<sup>th</sup> — 10. Days.  
 The wind which has been lingering in the  
 S.E. for several days, got into the East at 6 P.M. and freshen<sup>d</sup>  
 to a good breeze, with fine weather, which lasted through  
 the day. Made a distance of 125 miles.  
 Thu 8<sup>th</sup> — Lat. obs.<sup>d</sup> 16° 17' N.

Wednesday 9<sup>th</sup> 11 Days. — We have been favoured throughout this day with a fine breeze from the Eastward and good weather. At 9 Am. we had a light squall and copious shower of rain — the first since leaving Panama — At 10.30 P.M. Long. by distances with Sun & Moon was 55.56 W. Lat. Obs<sup>d</sup> 8.19 N. Alt. 85 — Long. at Noon — 56.05 West

Thursday 12<sup>th</sup> 12 days from Java — a Tropic  
trade wind from SE all this day. Steady NW  
under all sail — Lat 20<sup>th</sup> 20' N. 20' N. 20' N.  
Sun. 8<sup>th</sup> —

Friday 11<sup>th</sup> 13 days - We had a fine wind  
from the N.E. all the day & good weather steering  
to N.W. & N. saw Cape Horn. Obs. in Lat. 22. 09  
Long. 91. 59. 50

~~Exp. 12 days~~ 14 days — Steady breeze from N.E.  
 + good weather throughout Lat. Obs. 24.18 —  
 Ref. 83 — Long. 50 60.10



Sunday 13<sup>th</sup> October. Malta from Para to Boston.  
~~14~~ days 15 from Lipeu

We had a continuation of the wind from East  
& good weather. — Steady N.W. & N.E.  
Ther. 85 ————— Lat Obs. 26. 26  
Long. 9. 50

Monday 14<sup>th</sup>

We had moderate breezes from S.E. until  
towards the latter part, when it got to S.E. very light  
approaching to a calm — clear weather —  
Ther. 87 ————— Lat. Obs. 27. 40  
Long. 10 62. 50

Tuesday 15<sup>th</sup>

Had Light airs & Calms all  
the first part. Latter part fresh breezes from N.E.  
with a high sea from Northward — Steering to  
the N.W. — At 6 P.M. saw a sail in the North  
quarter. 3 Leagues distant — Lat. Obs. 28. 24  
Ther. 80 ————— Long. 10 53. 30

Wednesday 16<sup>th</sup> 18 days from Lipeu

We had a good breeze from N.E. to  
East, all this day, & good weather — Steering to  
the N.W. — A high head sea — Obs. Lat. 30. 16  
Ther. 80 ————— saw sparrows — Long. 10. 55. 30

Thursday 17<sup>th</sup> 19 days from Lipeu

We had  
good weather & light breezes from the East all  
this day. — At 1.30 P.M. Long. by distances  
with the Sun & Moon was 66. 35 West. and at 6.30 P.M.  
with Moon & Star Fornalhaut 66. 40 W. — Steady  
N.W. ————— Lat. Obs. 31. 43  
Ther. 87 ————— Long Obs. 66. 58



Brig Malta from Para towards Boston.

Friday 18<sup>th</sup> 20 days from Liverpool.

We had light air from the South. until near  
midnight when it set in a good breeze from S.W. and  
continued so to the end of the day.

Ther. 82

Lat. obs. 33.37 N

Long. D.D. 68.10 West

Saturday 19<sup>th</sup> 21 days.

We had a pleasant gale from  
S.W. & good weather until 4 A.M. when it shifted  
suddenly to the N.E. with cloudy weather & rain.  
At 2.30 P.M. the Long. by distance with sun & moon  
was 68.38 W. At noon strong breeze & cloudy weather.  
With rain - steering to N.West.

Ther. 78 { Water 10 deg. warmer than  
atmosphere at noon }

Lat. obs. ...

Long. from Lat. 69.30

Sunday 20<sup>th</sup> 22 days.

We had a continuation  
of fresh gales from N.E. to E.N.E. through the night -  
towards the latter part of the day some calm out  
at S.E. weather cleared so that we were able  
to get the sun at noon. Ther. 76 - Obs. Lat. 39.39  
Water 8 warmer than atmosphere  
at noon - Long. D.D. 70.10

Monday 21. Octob<sup>r</sup>

Had squally weather and rain  
nearly all this day, with a very confused sea - steering  
to N.N.E. At 2.30 P.M. Long. by a distance with sun & moon  
was 70.35 West -

Lat. by a bar obs. 39.48

Long. h. to noon 69.45



Brig Malta from Para towards Boston

Octob<sup>r</sup> 22<sup>d</sup> 1833. 24 days from Tiepu -

Began with moderate breezes from South & rain in squalls. Steering to N by N. At 6 Pm. spoke Brig Eagle 2 days from Boston for St. Jago - Towards midnight had a tolerable good breeze again from S.E. - Latter part clear weather & a good breeze from S.E. - At 4 AM hour too & hauled in 60 fath<sup>s</sup> coarse & fine sand - At 8 Am. had 48 fath<sup>s</sup> fine blk & white sand - At Noon 40 fathoms coarse red & white sand -

Lat. Obs. 40.50 N. Lat.  
Long. DR. 69.00 W. Mer.

Oct<sup>r</sup> 23<sup>d</sup> Wednesday. 25 days.

With fresh gales from S.E. we stood in to North<sup>ly</sup> wind all Day - It began to rain towards evening & the weather had every appearance of a gale - took in Studding Sails & light sails. about 8 PM wind came out at S.W. but it continued raining through the first watch - Steer<sup>d</sup> in N.W. by N. untill 4 Am when not seeing Cape Cod Light Land. close on a wind to N. N.W. soon after wind came out at N. N.W. & blew fresh - Latter part it fair<sup>d</sup> so we were able to lay up I N.W. Cape in sight - At 3 Pm. took a Pilot & with hard beating got up to Boston by 3 Am on the 24<sup>th</sup> -

End  
H



On. Malta towards Maranham.

Saturday Nov. 28. 1833.

At 8 AM with Mr. Corbitt  
on board as Pilot got under way & with a good breeze  
from the West & fine weather soon cleared the Port.  
Left Cape Cod at 4 PM & steer. S.E. by S. to sea -  
The wind moderated on Monday & veered round to  
N.W. where it soon increased to a fresh gale & finally  
settled at N.E. The sea produced by this wind was  
so great & irregular that we were obliged to keep her  
nearly before it, & even with this precaution we took on  
board considerable water - One Gigantic sea broke over  
our lee quarter - filled the Stern boat & threw us  
nearly on our beam ends - when she righted we found  
to our unspeakable mortification, that our Tool Chest  
was gone - It was a great Misfortune, as it contained  
not only tools, but a thousand other little useful articles that  
had been deposited there temporarily - In ten minutes  
more it would have been lost - I had it taken from  
its usual stand, on the Storage hatch & placed quite  
after not twenty minutes previous, & was only waiting  
for the crew to complete the lashings on the Lumber  
when it would have been secured. but old Neptune  
was a little too quick for us, & robbed me of one of the  
value of one hundred dollars -  
After sending 36 Lams, the sea became so very dangerous  
that I was induced to heave too under close reef.  
Main top sail - It soon after came round to N.W.  
and we again made sail to as much wind as we  
wanted - Pass. the Brig Independence, but did not  
speak. blowing heavy - On the 2. day of Dec. at 8.30 AM  
the Long. by Lunar distances was 47. 16 West - wind  
at N.E. with light squalls. all sail set - We took the  
N.E. Line 35. 20. Nth.

9 days from  
Boston 3

Lat. 27. 24 Nth.  
Long. 47. 10 West.



Trig Malta. from Boston to. Macanham.

Dec<sup>r</sup> 3<sup>d</sup> 1833. 10 days from Boston

We had moderate breezes from N.E. & light squalls until near the latter part when it lowered to East & became nearly calm - Employ<sup>d</sup>. shifting, M<sup>n</sup> top sail - At 8.30 Am  
The Long. by distances with Sun & moons N.L. was 46.35  
West - Ther. 75 - Lat. Obs. 25.36 N.  
Long. from Sun. 46.32 W.

Wednesday Dec<sup>r</sup> 4<sup>th</sup> 11 days out

We had Light winds from East - generally at E by S. throughout this day with clear weather. Employ<sup>d</sup> repairing & shifting sails - At 9 Am. Long. by distances with Sun & moons N.L. was 46.16.  
Saw a large ship on the low steering Westward -  
Lat. Obs. 24.06 North.  
Ther. 75.30 - Long. by Sun. 46.16 West.

Thursday 5. Dec. 12 days out.

We had the winds from the East & East by Sth. until latter part of the night when weather set in squally & wind came in at S.E. when it contin. to the end of the day

Lat. Obs. 21.45 N.  
Long. 210 46.25 W.

Friday 6. Dec. 13 days.

Wind from East & East by South through the night - fresh & squally - Latter part wind at S.E. to E. by E. - At 10.40 Am Long. by Distances with Sun & moons N.L. was 46.32 West

Ther 75 - Lat. Obs. 19.19  
Long. 46.30



Saturday 7<sup>th</sup> Dec. 1833. 14 days out -

We had good weather all this day with the wind at E by S to E. Steering on the wind to the Southward. At 11 AM. saw a strange ship on lee bow. 3 Leagues dist. At Noon Obs. Lat. 16. 41 N. Long. 45. 5 N.

Sunday 8<sup>th</sup> 15 days. At 1.30. Spoke Brig Amg-  
Thist. Willis. 18 days from Boston for Paris -  
at Noon -

In the fore part of night the wind favoured so that we lay up S.E. with a fresh gale & hazy weather. At 10 PM. fresh gale from East. & good weather. Lat. Obs. 14. 50. Long. D.R. 45. 30.

Monday 9<sup>th</sup> 16 days. Had a fresh gale from East. at this 24 hours, attended with a most annoying head sea, that caused us to pass a very uncomfortable day. Lat. Obs. 11. 15. Long. D.R. 44. 50.

Tuesday 10<sup>th</sup> Dec. 17. days out. Began with light baffling winds from E. by S. & squally, with rain. In the evening the wind set in steady again from East. & E by N. & we continued to the end of the day, with pleasant weather. We have experienced strong southerly currents the last 4 or 5 days. Today the current runs strong & which we passed appeared at a distance like breakers. Lat. Obs. 8. 54. Long. D.R. 44. 10.



Wednesday 12<sup>th</sup> Dec. 1832. Brig. Macca  
18 days from Boston.  
We had fresh gales from East with frequent  
loud squalls towards the latter part & heavy fall of  
rain — Steer. S. S. E. until 6 A.M. when Steer. South.  
Ther. 81 — Lat. 06. 5. 48 Nth.  
Long. D. R. 43. 30 W.

Thursday 13<sup>th</sup> 19 Days from Boston. Commenced  
Squally with fresh gales from E. S. E. — At 7 P.M.  
Squalls with vivid Lightning Thunder & hard rain. Took  
in all light sails — Single reef. the top Sails & fore. jib and  
M<sup>r</sup>. Dry Sail — Saw a bright light on Main Royal Truck —  
Known by the name of Cornwall among sailors — It  
disappeared at Nine O'Clock & the squalls soon after, in  
a degree subsided — At 10 Let M. Co. — Morning made  
all sail. pleasant gales from E. S. E. & easy weather —  
At 10 O'Clock entered strong current rippling, in which  
we plunged about until 11.30 when we emerged again  
into smooth water — Obs. Lat. 3. 44 Nth  
Ther. 82 — Long. D. R. 44. 00 West.

Friday 14<sup>th</sup> 20 days — Began with moderate breeze  
from ~~South~~ East. & easy weather — had strong rips  
this afternoon — turning partly overcast with lightning  
in the North. quarter — At 9.30 encountered a very  
violent squall from E. N. E. — Got in sail in time to save  
it — Split the jib — close reef. the top Sails — & continued  
under short sail until after midnight — Morning  
more pleasant — easy with a fine breeze from E. N. E.  
to East — Storing under all sail S. S. E. —  
Obs. Lat. 1. 57 Nth  
Long. D. R. 44. 5 West.



Brig Matta from Boston to Maranham.  
21 days - out - Saturday 15<sup>th</sup> Dec<sup>r</sup>

Had moderate breezes  
from E. N. E. & light squalls through the night -  
At 10 AM. sounded. Got no  
bottom with 60 fath. - At Noon. Obs. Lat. 15° South.  
Long. W. R. 44. 20

Sunday 16<sup>th</sup> 22 days -

Staring S by E under  
all sail. At 1.30 PM. again sounded in 20 fathoms, bottom  
of Coral mix. with pieces of red earth - Landed up  
to S. E. & S. by E. thinking myself in the Long. of St. Lucia  
Shoal - from this time until 8 PM. sounded very deep rain  
& found 24 fath. Sand & black specks - At 8 PM.  
being up with the Lat. of the hour we kept off S. W.  
& shortly shoaled our water to 12 fath. - Landed close  
on the wind again & soon deepened to 16 fath. - On com-  
paring soundings with the Chart, tho. did not agree at all,  
yet I was induced to consider myself to the Westward  
of the Shoal - Stood to E. S. E. on the wind & Shoal from  
16 to 12, then deepened again to 16 fath. - Being some-  
what embarrassed in regard to my true situation, I  
took in all light sails & soon too intending to lay their  
mainsail, but shoaling on water again suddenly to 11 fath.  
I was induced to keep the Brig ready for backing  
At 5.15 AM. bore up & Star. S. W. hoping to make  
W. Itacolumi but at 9 AM. found ourselves in 9  
fath. water with the land in sight to the westward  
which we were not able to discern until now for  
the Land - Landed close on a wind to S. by E. until  
10.30 when bore away South again with a mod-  
erate breeze - At Noon Lat. Obs. 2° 11' N.  
Star. in board, West & S. W. at 1 PM. spoke Brig  
Virginia, Conway, beating out to sea home. having  
on board Chas. Allen Esq. - sent answer, as follows -  
At 5 PM. anchored in Maranham. Only landed a  
few of the Sabote of Negroes & so on & so on



Isabella at Macassar.

Monday 27. Entered my Cargo at  
Customs house & got all ready for discharg-  
ing tomorrow.

The Isabella Capt Crane  
owned by Mr. Corning of New York will  
proceed from this to Para. Taking from  
this a quantity of hides & will finish  
her loading in Para. The Markets  
here for American produce tolerably good.  
But no probability of getting returned. Hides  
being the only article & they only to be had  
at the extravagant price of 160 at the on board.

By the 24. Had discharging all the  
Cargo that I intend to land here. but  
could not clear until after the Christmas  
holidays. On the 30. Arrived Brig Don  
Pedro, 16 days from Para. Recd. a letter  
from Costa informing me of the state  
of the money market & the political  
state of things in that Province which al-  
together, was very satisfactory.

For Para  
On the 1<sup>st</sup> day of January 1834. I  
weighed anchor & stood out the harbour  
bound for Para. At 5 P.M. I found  
myself off Itacolumi, the wind light  
& only 4 fath. water with commence-  
ment of flood tide came to anchor  
with Best bower & Chain. As the flood  
came in the sea increased (tho not very high)  
at 9 o'clock the patient in Cabin. I was obli-  
gated to make sail. We worked out to deep water  
in the morning bore up for Macassar  
again with light winds. To procure another



not deeming it safe to attempt the dangerous navigation of the River with one Anchor Short - Jan'y 2. At 4 O.K. P.M. came too off the Fort in 9 fath<sup>r</sup> Water - & went ashore for another Anchor. -

January 3. At 6 Am. bought <sup>an</sup> anchor, sent it on board in a shore boat and went on board myself with the intention of getting under way at high water. Began hauling in chain at 1 P.M. when nearly short it broke about 800 fath<sup>r</sup> from the Anchor which we lost. I immediately sent to win the second anchor. being the new one I had just got off from shore, and again went up to the City for another. - Being quite worn down with fatigue I was up my mind when I reached the shore to send a pilot on board & have the Brig brought inside the Fort. - It was now 5 O.K. - I sent a Pilot off with orders to bring her in before dark - he went on board, commenced heaving, but when about 1/2 way up the Starb. chain again broke and thus we lost the 3<sup>d</sup> Anchor. - They then made sail & ran her inside the Fort & came to in quarantine ground in 3 1/2 fath<sup>r</sup> with Kedge & kausee. - I was immediately informed of the loss - bought another anchor directly went off with it on board, & before 10 O.K. was safe moored in a snug Harbour. -

January 4.

The tide not serving in good time for going to sea in the morning, I concluded to remain in Port until tomorrow & in mean time bought some more empty wine Pipes, & had them filled with water for ballast. Also, noted a Protest at the Amer.<sup>n</sup> Consuls for loss of Anchors, & chains. - January 5. The Brig Isabelle sailed this morning at 4 O.K. with a pilot for Tara. As it was very dark & squally I did not get under way until 7 Am. Standing my own Pilot. - When I got outside the Isabelle was not to be seen. - At 11 Am. tide making flood & Calm, anchored in 10 fathoms Water soft mud bottom, with Signal house on Cape St. Marcos I.L. 2 Leagues dist. Lay here until 5 P.M. when we again ran in way & stood to North with light air. - At 6 P.M.



Monday. The wind was from the N.W. and we were  
in the wind favouring us that we were to make  
Cancun by 6. After this we were under way  
and left off N.W. and at 4.30 N.W.

January 6. 1834. At daylight Steer N.W. and  
set steering sails - Got In an Boat in dusk to ex-  
amine & paint - At Noon obs. in 54 miles South.

January 7. At 2 P.M. saw a sail ahead, supposed  
to be the Isabella. Steer through the night (after  
passing Tencapex) N.W. At daylight found myself  
in 9 fath. water with white blower at Culinas bearing  
away South - Steer N.W. for the shoals - At 11 O.K. the  
weather squally & land so much obscured that the  
Isabella could not be distinctly seen - found myself sud-  
denly in 14 fath. water - Supposing myself in the Well, and  
then the edge of Braganza Shoal, were rounded and made one  
or two tacks, when we saw the Isabella coming down.  
She passed us soon after & the weather clearing after a  
land squall, I got bearings of the Point of two white  
cland hills. S.E. by E. and afterwards of Point Tencapex. I  
now bore up for the shoals. In supposing myself in the  
Well, I was mistaken. The Shoal Water is an extension  
of the Braganza Shoal, recently created, & over which  
most Vessels must pass, bound through this passage -

January 8. 1834.

At 1 O.K. saw the breakers and at 2  
was in the fair channel way - It was 6 O.K. before we  
brought Point Tencapex to bear S.E. at which time we  
passed an English Brig of War the Express at Anchor.  
A good up River with a pleasant gale, and at 9 O.K.  
Anchored in 8 fath. in Bay de Sol - At daylight got  
under way again & stood up River - Sunrise, again  
saw Isabella under a crown of sail, about 4 or  
5 miles ahead - Passed the fort at 10 O.K. Am and  
at 11 A.M. saw towers of the City of San Juan.  
Isabella arrived at 2 O.K. afternoon -



January 9<sup>th</sup> 1834. Malta at Para.

Went to the Palace, Luis de  
Pereira ordered me to take out a Permit for disem-  
barking — Only Amer.<sup>n</sup> Vessels here the Am<sup>n</sup> threat of  
Salerno —

In consequence of recent decisions at  
Rio, all the shabby false Copper coin is now thrown  
out of circulation & the currency fixed on a more  
satisfactory foundation — Business was for a time sus-  
pended in consequence, but is now reviving. and produce is be-  
ginning to come down — Costa has ready for me four or  
five thousand pounds worth of quantity of Balsam & Cocoa —

On the 13<sup>th</sup> Got the Brig to the Loading for cargo &  
moored head & stern — On the 15<sup>th</sup> the Isabella  
sailed for New York. wrote Messrs. Cop. & Lov. —  
Employ. caulking Brig, & getting ready for shipping  
Cargo. — Arrived Fredonia. Appl<sup>n</sup> 24 days for Boston.

16. Shipped 136 Bags Cocoa —

17. Sunday — The Amy<sup>n</sup> christ sailed for Salerno  
having on freight 12 Cases Ind. B. Shoes. —

Monday 20<sup>th</sup> January. Embarked today a quantity  
of West India Hides and Castana Nuts. — The Brig  
Packet, Constanca Arrived from Maranhao — rec<sup>d</sup> by  
her a remittance from Minder & Season of 4 Contas  
150 Mil<sup>l</sup> was — rec<sup>d</sup> also by Santa Anna 1500<sup>0</sup>000 —  
The Br Schooner Minerva which has for some  
time past been employed by people in smuggling  
~~New York~~ false copper into this Country, greatly to the  
prejudice of the fair dealers, is now on some of  
the Shoals at the mouth of this River where she has  
been abandoned to the underwriters. and is strongly  
suspected that her loss was intentional —

Tuesday 21. Employ. Shipping with Hides —



Wednesday 22<sup>nd</sup> January. 1834. Tana

Employ. at House filling & packing Shers.  
Shipp. 72 Bbls Balsam Capivi. and a quantity  
of Castanea Nuts.

Thursday 23<sup>rd</sup>.

Employ. filling Shers. & packing - On board  
Stowing Balsam & hides -

Friday 24<sup>th</sup>

Filling Shers. Shipping Hides &c.  
The rigging, Sails, chains and all that was saved  
from the Minerva lost at the Mouth of the  
River was this day sold at Auction -  
I bought her rig for 24000 -

Saturday 25<sup>th</sup>

Employ. at House filling Shers -  
on board Stowing Cargo &c -

Sunday 26<sup>th</sup>

Employ. Weighing Cocoa  
House & Chain. filling & packing Shers. filling  
Mylaps &c - Arrived below at the Fort,  
the Portuguese Ship, Galara Nova. 26 days  
from Lisbon -

Monday 27<sup>th</sup>

Employ. embarking Shers.  
in Cases. Cocoa in Bags. & Sernambi in Pipes.  
Two Cases of Shers containing upwards of 500  
lbs. through the caulapump of the 2<sup>nd</sup> Mate were lost  
overboard, but soon coming to the surface they  
were secured by the boat crew & towed on shore  
about half a mile above the Vepel -



Para.

Monday July 4<sup>th</sup> 1834.  
Completed House, packing Cargo - lifting  
down - the ship. Letter from Mr. & Mrs.  
Yonkers - the Big Don River & Maranham.  
Got no letters from Maranham. Letter  
from Yonkers -

Monday July 5<sup>th</sup> 1834.  
Received English - Mrs. Milton.  
from Maranham; 6 days - Letter  
from Mr. & Mrs. Yonkers. No letters from Mr. & Mrs.  
Capt. Yonkers. Florida writes Costa that he has  
arrived - to take a cargo of wine  
from Maranham, & consequently the  
place - Letter dated 4<sup>th</sup> inst.

Monday July 6<sup>th</sup> 1834.  
Received English - Mr. Palacio.  
Got no letters from

Tuesday July 7<sup>th</sup> 1834.  
At 6 AM got

all cargo of upwards of 20  
thousand value, besides freight for  
Boston - Seque. The Portuguese, Mr.  
Palacio a Frenchman, & Capt. Potter for-  
mally of Schooner Minerva of N York  
as passengers. At noon anchored in  
Point Pinheiro in 8 fath. - At 6 weighed  
again & worked down within 4 or 5 miles of  
Bay do Sol where I was obly. to anchor again  
in 7 fath. between the two small islands and  
pretty close to shore -



Wednesday 22<sup>nd</sup> January. 1834. Tava

Employ. at House filling & packing Shoes.  
Shipp. 72 Bbls Balsam Capivi. and a quantity  
of Castanea Nuts.

Thursday 23<sup>rd</sup>.

Employ. filling Shoes & packing - On board  
Stowing Balsam & hides.

Friday 24<sup>th</sup>

Filling Shoes. Shipping Hides &c.  
The rigging, Sails, chains and all that was saved  
from the Minerva lost at the Mouth of the  
River was this day sold at Auction -  
I bought her Yib for 24,000

Saturday 25<sup>th</sup>

Employ. at House filling Shoes -  
on board Stowing Cargo &c.

Sunday 26<sup>th</sup>

Employ. Weighing Cocoa.  
House & Cabin. filling & packing Shoes. filling  
Mats &c. - Arrived below at the Dock,  
the Portuguese Ship, Galara Nova. 26 days  
from Lisbon.

Monday 27<sup>th</sup>

Employ. unloading Shoes.  
in Cases. Cocoa in Bags. & Sernambis in Pipes.  
Two Cases of Shoes containing upwards of 500  
Pcs. through the carelessness of the Mate were lost  
overboard, but soon coming to the surface they  
were secured by the boat crew & towed on shore  
about half a mile above the Vessel.



Sara.

Arrived at Lower Packing Camp - filling  
shells etc. Capt. Smith's boat and freight  
yesterday arrived from Brig Don Ramon & returned  
at a French Brig from Maranhao. Got no  
letters from Mr. & Sharon.

Monday Feb. 7<sup>th</sup> 1834. Arrived English Brig Milton  
from Nova Scotia from Maranhao, 6 days - Capt.  
John A. G. Carter - No letters from Mr. & Sharon  
Capt. Smith of Brig Florida writes Carter that he has  
come to the determination to take a cargo of wine  
to the U. States from Maranhao & consequently he  
will not come to this place - Letter dated 4<sup>th</sup> inst.

Tuesday 8<sup>th</sup> Arrived English Brig Palisade  
from Maranhao. - Got no letters from  
Munder & Sharon.

Sunday 16<sup>th</sup> Feb. 1834. At 6 AM got  
under way, having a full cargo of upwards of 20  
thousand Milwau. Value, besides freight for  
Boston - Mr. Fegure, a Portuguese, Mr.  
Palacio a Frenchman, & Capt. Potter for-  
mally of Schooner Minerva of N York  
as passengers. At noon anchored before  
Point Pinheiro in 8 fath. - At 6 weighed  
again & worked down within 4 or 5 miles of  
Bay de Sol where I was oblig. to anchor again  
in 7 fath. between the two small islands and  
pretty close to shore -



1700 - *Multa from Terra pro Boston*

Monday 17<sup>th</sup> Feb. 1834.

At 6 AM again got under way with light breeze from the N. E by E and reached about three miles below Colares Village where we came to in 7 fath. & lay until turn of tide, when we weighed and worked down about 6 miles to the north of Vigia -

Tuesday 18<sup>th</sup>

Took our anchor up at 6 AM with a light breeze off the land and stood to North. It soon headed us off to N. N. W. - stood to N. N. W. & N by W until we had nearly lost sight of the land, in fact it could only be seen from the rigging. When we shoaled our water to 3 1/2 fath. - Tacked to S. E. and stood on until we were able to get bearing of point Seipue from the deck N. S. E. when we could plainly see the rip on Tagicoes Shoal. E. S. E. not more than half a mile. - Tacked to the N. N. W. and at noon anchor in 8 fathoms, weather.

Wednesday 19<sup>th</sup> Sea Account

At 6 PM took our anchor & made sail Seipue point S by E 12 or 14 miles Steer as the wind would allow sometimes N. N. W. N by W, N & N by E. - The least water we had was 6 1/2 fathoms - We dropped off directly into 10 & 11 fath. which we carried about an hour - it then shoaled to 7 fath. we carried this until some time when it gradually increased to 9 & 10 fath. - Had a good breeze from N. E. by E & clear weather throughout the day -

Lat Obs. 1. 12 1/2

Long DR. 48. 00 0



Thursday 20<sup>th</sup> Feb. 1834.

Had pleasant gales from N.E. all these 24 hours - Steering to N.N.W. & N.W. by N. - At 9 AM had 16 fath' water  
Lat. Obs. 3<sup>o</sup> 15'  
Long. DR. 49.40

Friday 21<sup>st</sup> Feb.

We had a continuation of the wind from the N.E. steering to the N.N.W. under all sails. Morning & latter part frequent squalls with rain and a high swell from the N.E. -  
We got an indifferent obs.<sup>n</sup> near noon, giving 6.20 N.  
Long. DR. 51.10 W.

Saturday 22<sup>nd</sup> - 4 days out.

We had fresh gales & squally weather. Much all this day - At 7 AM. Single reef. the top sails - Had an irregular, short compassed sea all this day. with strong current & driftings - steering to N.N.W. - Partly the chain bobbing in the course of the night - Obs. Lat. 9.36  
Long. DR. 52.30

Sunday 23<sup>rd</sup> 5 days.

Had a good breeze from the N.E. & N.E. by E all this day with a high rolling sea from North. - Weather cloudy & free from squalls - Obs. Lat. 11.10  
Long. DR. 54.50

Monday 24<sup>th</sup> 6 days.

Had pleasant gales from E. by N. throughout the day - with hazy weather, except on Sun top M<sup>t</sup> St. Ignace -  
Lat. Obs. 12.31  
Long. DR. 56.10



Monday 25<sup>th</sup> Feb. 1844. 7 days out. —  
We had a pleasant gale from N.E. & E. all this day — steering on course to South. — At 6 AM saw a Brig in the N.E. quarter steering South — fine weather & a brisk breeze

Lat. Obs. 15° 23'

Long. 56° 00'

Wednesday 26<sup>th</sup> 8 Days out.

Began with a good breeze from N.W. by E. — steering to N.W. by N. under all sail — At 3 PM. saw a sail on the bow at 5.30 PM. spoke Portuguese Brig.

14 days from Maranhão bound to Lisbon. My Captain reports 3 American Vessels left in Maranhão — Capt. Smith in the Florida, he thought had gone to Pará — Through the night & latter part of the day fine weather and a steady breeze from E.N.E. — Lat. Obs. 17° 33'

Long. 57° 20'

Thursday 27<sup>th</sup> 9 Days out.

We had a continuation of fine weather & a pleasant gale from E.N.E. all this day — steering to N.W. by N. under all sail — Lat. Obs. 19° 44'

Long. 59° 00'

Friday 28<sup>th</sup> Feb. 10 days out.

We had a pleasant gale from N.E. & E.N.E. all this day with fine clear weather — steering N.W. by N. — At 8 AM Long by Distances with sun & moons N. 62° 14' West

Lat. Obs. 21° 58'

Long. 61° 52'



Wednesday 29<sup>th</sup> Dec<sup>r</sup> 1854. 11 Days  
Had a strong

seasonable gale from E. & E. until towards latter  
part when we had light squalls from S. E. —

At 8.15 AM Long by Distances with sun  
& moons A.L. was  $63^{\circ} 57' N$  — Steering men  
all fair to the S.W. by W

Lat Obs.  $24^{\circ} 02'$   
Long Lun.  $64^{\circ} 8'$

Thursday 2 March. 12 days out.

Had a strong breeze from the South. all this day with fine  
weather — Steering to N.N.W. —

Long by Distances with sun & moon  
A.L. was  $65^{\circ} 13'$  at 9 OK AM

Lat Obs.  $26^{\circ} 22'$   
Long D.R.  $65^{\circ} 25'$

Monday 3<sup>rd</sup> 13 days from Viper

Had a good breeze from S.W. until towards the latter part of the day when it moderated & came on to N.W. with cloudy weather & rain. — Employed getting down the long top S. & masts & getting up the stumps in their stead —

Lat Obs.  $28^{\circ} 44' N$   
Long D.R.  $66^{\circ} 50' W$

Tuesday 4<sup>th</sup> 14 Days —

Began with a good breeze from N.W. & good weather. — In the evening had squally with fresh gale — up the top sails — At 4 AM came at N.N.W. wore ship to West. — Latter part squally at N by E. — Under all sail. — At 8.30 Long by Distances sun & moon was  $66^{\circ} 42' N$  —

Lat Obs.  $30^{\circ} 17' N$   
Long Lun.  $66^{\circ} 55' W$



Brig Malta from Para towards Boston.  
Wednesday 5<sup>th</sup> 15 days Out.

Began with a good breeze from N.E. but it  
moderate breeze evening & contin. softening  
light in the eastern quarter throughout the  
remainder of the day. heading to N. West.

Lat Obs<sup>d</sup> 31.3 N  
Long. R. 67 51 W

Thursday 6<sup>th</sup> 16 days Out.

Had light breeze from  
East yesterday, & weather clear fresh past. Middle  
& latter part breeze from South to S.W. unsettled and  
cloudy weather. Employing boat in ship's side.  
Storing provisions on deck to the N. by N. -  
Ther 89°

Lat Obs<sup>d</sup> 32.17 N  
Long. R. 68.54 W

Friday 7<sup>th</sup> 17 days Out

Wind freshened  
towards evening and haul. gradually round to  
West, & by 4 A.M. was at N.N.W. - At 6 wind  
at North. Jack to the West. - Latter part had  
a good breeze from N.N.E with pleas. weather  
& high head sea.

Lat Obs<sup>d</sup> 34.17  
Long. R. 70.17

Saturday 8<sup>th</sup> 18 days Out.

Began with light  
breeze from N.E. which gradually came  
round to the South with fine clear weather.  
Latter part had a fresh gale from South - Steering  
to N.N.W. - no old deer & good weather.  
Barometer at noon 69.30  
" at 3 P.M. - 67.30

Lat Obs<sup>d</sup> 35.56  
Long. R. 71.07



Monday 19<sup>th</sup> days out - Boston

Began with a local gale from N.W. and rose weather - raised the temperature of the sea several times before 8 P.M. and found the water only 3 degrees the warmest at any time - At 6 P.M. it was of the same temperature and I concluded we had left the Gulf Stream - The water also changed colour at this time - Steering N.N.W. and all sail - Had strong gales from South to S.W. until 3 A.M. when it shifted suddenly to N.N.W. with hard rain - were too under close reef. M<sup>rs</sup> left sail - Morning made more sail, high confused sea, strong gales from N.N.W. to end of the day -

Lat Obs. 38. 7  
Long. D.R. 71. 00

Monday 10<sup>th</sup> 20 days out -

Had fresh gales from North. and high sea all this day. heading East. At Noon were ship to N.W. - more moderate.

Thurs 16<sup>th</sup> Caline - Lat Obs. 38. 44  
Long. D.R. 70. 00

Tuesday 11<sup>th</sup> 21 Days out.

Began with light air from North which died away calm about sundown - and at 9 P.M. took light breeze from South. which continued through the night - Steering to N by N. - At 3 A.M. from the Starboard of Boston 2 days out - her Long. 68.00. - At 10 A.M. saw Brig Juan of Boston out 2 days. - 68° 10' - The former from S. ago de Cuba & latter from Trinidad de Cuba -

Lat Obs 39. 44  
Long. 68. 25



1870 Halla from India. 1870. 22 days out

Wednesday 12<sup>th</sup> March 1870. 22 days out

Began with light gale from E. & W. wind  
clear weather. At 4 P.M. took in top & S. Sails  
& top sails - Sounded, but got no bottom  
with 80 fath. line - At 5 P.M. Sailed haul. to  
the W. at 6 P.M. Sailed light air - At  
7 P.M. Sailed at N.E. At 10 P.M. Sailed at N.W. - had  
light air through the night - Morning wind N.W.  
Sailed at N.E. - Sounded but got no bottom -  
Sailed at N.W. - Sounded but got no bottom -  
At 11 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 12 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 1 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 2 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 3 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 4 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 5 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 6 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 7 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 8 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 9 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 10 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 11 P.M. Sailed at N.W. - Sounded but got no bottom -  
At 12 P.M. Sailed at N.W. - Sounded but got no bottom -

Salt R. 40.34  
Long R. 68.45

Thursday 13<sup>th</sup> 23 days out

At 2.30 P.M. Sailed

into N.W. sea too & Sounded in 42 fath. bottom  
fine white & black sand. - At 4 P.M. had 26 fath.

Judging myself on the western side of George's Shoal I  
sailed up N.W. & at 10 P.M. did again  
to 28.30 & 30 fath. - Wind freshen. to a gale. reef?

the top sails, but in air corner & - At midnight  
it cleared away, & at 2 A.M. wind came with

at N.W. in - have got - have too under a cloudy  
surf. Mr. top sail - At 3 A.M. wore ship to west.

At 4 P.M. made more sail. Strong gales, high sea, &  
clear cold weather to the end of the day.

At noon had 16 fath. water. Wore ship to N.E.

At 9 A.M. on 100. Big cups on board strong in  
wind to N.E. It was blowing so hard we could not  
speak to him -

Salt Obs.  
41.14



Aug 16. March 1834 - 24 days out.

Had strong Gale from N.N.W all the first  
& middle part. Weather clear & cold. Latter part  
moderate. - Took at noon. Brig Telegraph  
Bound for St. Thomas.  
Thurs. 31. -

Lat. Obs. 41. 40

Saturday 15<sup>th</sup> 25 days from Super  
Began with light air from the  
West. which in the course of the night came in a bit  
S.E. with appearance of bad weather. - Steered in  
to West. to make the land which we saw  
at 7 A.M. somewhere about Chatham. - Wind  
hauled at 9 P.M. to N.E. with snow squalls  
but before noon returned to South. & weather  
partially cleared. - Passed Cape Cod at  
Noon & soon after took a Pilot for Boston  
where we arrived at 6 P.M. & took the  
Malta in the Mud, between India & Cen-  
tral Wharf.

End  
H



Malta - Towards New Holland

After being at home about a week I received such information as induced me to undertake a voyage to New Holland. It therefore became necessary that the Malta should go into Dock & as soon as possible after she was discharged of her Para Cargo Mr. Goldier took charge of her at his ways and there stripped off her old copper, caulked her bottom & re-coppered her with 22, 24 & 26 Oz. Copper, one third of each — She was in other respects put in complete order for a years voyage — with an Armament of two Six pounders, & other missiles — Without using much despatch we had our cargo all on board on Friday the 18<sup>th</sup> Officers & crew shipped, & on the following day dropped into the Strait — The wind however was unfavourable for going to Sea on Sunday, & Monday commenced with no better prospect. But at about 9 Am, it had veered a little to the South & as the tide was favourable I made a signal for a Pilot, who soon made his appearance & we got under way without loss of time & stood down the harbour — Before we got clear of the Is<sup>ds</sup> the wind came in at S.E. & we were obliged to make a tack before we could clear the Graves — We then steer. with a good breeze to the East & by 5 Am when finding it impossible to fetch out the South Channel I bore up with wind at South & steer. a Course to go to the East of Georges Shoal. — Wind soon after moderated and came round by the West and at 4<sup>22</sup> Am. had a strong breeze from N.E. — raised the top sails & stood on till 9 Am when having every appearance of a gale & Georges Shoal under our lee, I again bore up to go out of South Channel — The clouds broke away a little at noon and we got a Mer<sup>l</sup> alt. Lat. 42.05 N. From this time the 23<sup>rd</sup> April to the 2<sup>nd</sup> of May we had a continuation of very bad weather and high seas which kept us continually Wet on deck & below — The wind that was most prevalent was between the



S.S. W. & M.S.W. of course a fair wind and  
we did not let it pass without improving it -

May 3<sup>d</sup> Saturday 1834.

We had a good breeze  
from S.W. to N.W. steering to S.E. by S. with fine  
weather - and all sail set - At 11 Am the Long  
by Distances with Sun & Moon M.L. was 38<sup>h</sup> 15<sup>m</sup> 11<sup>s</sup> P.  
Saw a Large Ship ahead steering to N. East -

Obs. Lat. 31.09  
12 Days from Boston. Long. Lun. 35.14

Sunday 4<sup>th</sup> May. 13 Days

Had light winds  
from N.W. until evening, when it got round to S.W.  
and at the close of the day had a fine breeze from  
S.W. with good weather - At 11.50 Am the Long by  
Distances with Sun & Moon was 36<sup>h</sup> 50<sup>m</sup> West -  
steering to the S.E. by E under all sail -

Variation for Amplitude 17<sup>h</sup> W Lat Obs. 30.17 Nt.  
Long. Lun. 35.49 West

Monday 5<sup>th</sup> 14 Days out.

The Breeze from S.W.  
with clear weather continued steady through  
the night & to the end of the day. Saw a  
Brig steering to N. East -

Made a Co. S 73<sup>h</sup> E. Dist. 130 Miles.

Lat. Obs. 29.42  
Long. Lun. 31.26

Tuesday 6<sup>th</sup> 15<sup>th</sup> day out

Had steady breezes from the S.W.  
& fine weather. Steering to S.E. by E under all sail.  
Latter part wind at South. & good weather. Sailed  
to the N.W. at Noon -

Lat Obs. 29.31 Nt.  
Long. Lun. 32.20 West



Will Mulla son. Sister. Son.  
Monday 7<sup>th</sup> Mar 1834. 16 days son. Sister.

We had a continuation of light air during the  
entire day with good weather. Throughout this day  
sailed & arrived here two or three times - Much our  
little group. - Employed running the ore of  
steel & iron from old iron Company.

Thurs. 7<sup>th</sup> - Lat. obs.  $29^{\circ} 25'$   
Long. R.  $52^{\circ} 00'$

Thursday 8<sup>th</sup> 17 days - Began with light  
variable air which at 3 P.M. settled at S.E.  
& freshened to a good breeze by 8 P.M. continuing  
to the end of the day. Weather cloudy. At 6 Am.  
saw a Brig ahead standing to N.W.  
Thurs. 8<sup>th</sup> - Obs. Lat.  $27^{\circ} 35'$   
Long. R.  $31^{\circ} 30'$

Friday 9<sup>th</sup> 18 days. Had a steady brisk trade  
from N.E. and good weather throughout this day. Sailed  
to the S by E under all sail - At 10 Am. saw  
a stranger sail in N.E. quarter standing to West.  
Thurs. 9<sup>th</sup> - Lat. obs.  $24^{\circ} 36'$   
Long. R.  $30^{\circ} 10'$

Saturday 10<sup>th</sup> 19 days. Had a continuation  
of brisk breeze from N.E. and cloudy weather  
throughout this day - Sailed S by E.  
Sat. 10<sup>th</sup> - Lat. obs.  $21^{\circ} 36'$   
Long. R.  $28^{\circ} 40'$



... (H.M. (Crown))  
Sunday 11<sup>th</sup> May - 20 Days out  
We had a pleasant steady Gale from N. East  
all this day, & good weather. Steering under  
all sail to S by E. Dist 194 miles.  
Lat Obs. 18° 42'  
Long. DR 27° 18'  
Thur. 77. —

Monday 12<sup>th</sup> 21 Days out  
At 4 P.M. the  
moon came in distance with Planist Saturn  
which enabled me to get an Obs. for the Long by  
which I found myself with Island St. Anthony  
bearing S West of us. Not wishing to go inside the  
Cap de Verde Islands. I short sail & steer. so  
as to make a West Course till 5 A.M. having  
run about 60 miles. then hauled up South.  
At 10.30 A.M. the Long by Distances with Sun  
& moon N.L. was 26° 17' West. At noon saw  
no land - good breeze from E by N - Steering  
South by East —  
Lat Obs. 16° 56'  
Long. Lun. 26° 8'  
Thur. 76. —

Tuesday 13<sup>th</sup> 22 Days.  
Had a pleasant gale  
from E by N. with some light squalls during the  
middle watch. otherwise good weather through  
out — Steering S by E. untill 6 A.M. when  
hauled up S.S.E.  
Thur 75.30  
Lat Obs. 14° 35'  
Long. — 25° 00'

Wednesday 14<sup>th</sup> 23 days.  
Had a brisk gale from N by E  
untill 1.30 A.M. when it became light - but fresh again till noon  
Long. by Distances with Sun & moon at 1 P.M. 24° 55' —  
Lat Obs. 12° 55'  
Long. Lun. 21°  
Thur. 76 30



Wig Mella from Boston.

Thursday 15<sup>th</sup> May. 24 days out.

We had a steady brisk Gale from N.E. and fine weather all this 24 hours. Long. at 1.30 P.M.  $23^{\circ} 57'$  N. by Lunar. — Steered S.E. by S. through the day. Lat. Obs.  $91^{\circ} 02'$  N. Ther.  $78^{\circ}$  — Long. Lun.  $22^{\circ} 25'$  W. Had a Westerly Current of 30 miles last two days —

Friday 16<sup>th</sup> 25 days.

We had a steady breeze from N.E. by N., but rather light with clear weather all this day. — Steering to the S.E. by E. under all sail. Long by Lun.  $22^{\circ} 13'$  West. Lat. Obs.  $9^{\circ} 10'$  at 11.30 P.M. — Ther  $82^{\circ}$  — Long Lun.  $20^{\circ} 58'$

Saturday 17: 26 Days from Boston.

We had a continuation of light winds from N.E. to North. untill towards the latter part, when it became nearly calm. with clear weather.

Steering to S.E. — At 2.15 P.M. Long. by Lunar Distances.  $20^{\circ} 54'$  West.

Ther  $83^{\circ}$  —

Lat. Obs.  $7^{\circ} 51'$  Variat.  $^{\circ}$  Per Evening amp.  $16'$  West. Long. Lun.  $20^{\circ} 18'$

Sunday 18<sup>th</sup> 27 Days.

We had pleasant weather & a fair breeze from N.E. by N. Steering under all sail to S.E. by E. — Long. by Lun. at 4 P.M.  $20^{\circ} 15'$  W. (Westerly Current 18 miles this day. latter part light squalls from South —)

Ther  $83^{\circ}$

Lat. Obs. None  
Lat. Lun.  $6^{\circ} 50'$   
Long. Lun.  $1^{\circ} 30'$



Tow. New South Wales.

Monday 19<sup>th</sup> May. 28 days. Had variable winds & squally weather - Caught about 50 Gall. Good water, & the same quantity for the steer, not quite so good - Latter part plus. gale from S.W. & light & good weather. Staying S.E.  
Ther. 84 — alt. Obs. 6.00  
Long. D.R. 18.55

Tuesday 20<sup>th</sup> 29 Days. We had light winds mostly from the West. and cloudy weather with some rains throughout this day. We succeeded in filling about 200 Gall. of very good water. Got no obs. for the Lat.  
Ther. 83 — Lat. Obs. None —  
Long. D.R. 18.30 North  
Long. D.R. 18.30 West.

Wednesday 21. 30 Days. Had the winds light from S.W. to N.W. with squally weather and rain all through the middle watch. Filled all our empty water casks with good water - Latter part had a good breeze from S.W. which before noon got into the S.W. and became more moderate. At 8 Am. Tack. to West. & at 11.30 Tack. to S.E.  
Ther. 82 — Lat. Obs. 4.40  
Long. D.R. 18.15

Thursday 22. 31 day. Had the weather with rain & light air from S.W. to West - Staying to South. Experienced a strong Northw. Current —  
Ther. 81 — Lat. Obs. 4.25  
Long. D.R. 18.00



Wing. Malacca from Boston

Friday 23<sup>rd</sup> May 1834 - 32 days.

Had the wind from the West: the most part of this day, with frequent squalls and much rain. Made one tack of Louisa West. with wind at S.W. afterwards tack. to South & again tack. & retack. several times to gain nothing - have had a strong north by East the two last days -  
Ther 82  
Latt. Obs. 3. 41  
Long. DR. 17. 50

Saturday 24<sup>th</sup> 33 days.

Had a continuation of light variable winds, mostly from between South and West. Tacked & retack. several times to gain nothing - Had many heavy showers of rain with Thunder & Lightning - Caught a small shark yesterday, & had some of it fried, which proved to be far better than Borels or Dolphin (providences aside) -  
Ther 82  
No Obs. for Latt.  
Latt. by Acc. 3. 20 N.  
Long. DR. 18. 15 W.

Sunday 25<sup>th</sup> 34 days.

Throughout this day the winds prevailed between West & N.E. with dark gloomy weather, Thunder & Lightning, & for about one half the time, the rain pouring in torrents upon our devoted heads - We have all been completely drenched to the skin for two or three days past without fair weather enough to dry a shirt - I am disposed to think that had I kept 5 or 6 degrees farther West I should have avoided much delay & bad weather, & have now been in South Latt. with a fair wind  
Ther 82  
Latt. Obs. 2. 35  
Long. DR. 18. 30



W. New South Wales -

Monday 26<sup>th</sup> May. 35 days.

Began with moderate breezes from S.W. & rainy weather. At 4 P.M. we had a pleasant gale from South. Weather clear and we had every indication of a Trade Wind steering N.E. & W. Before 8 A.M. the weather again became overcast with squalls in every direction. At 8.30 P.M. we had a hard squall from the East with sharp Lightning, heavy thunder & torrents of rain which continued to pour down upon us as though the very flood gates of heaven were raised. In the course of one hour I really think the rain fell on a level to the depth of 12 inches. I did not take the trouble to measure it as I certainly should have done, had not the vivid flashes of Lightning, curling about in the vicinity of our royal mast heads, absorbed my whole care. I had a small Boat standing on the quarter deck in which was caught ~~four~~ in this storm from three to four hogheads of water - She was twice baled out with buckets to prevent her breaking down with the weight.

At 11.00 the breeze set in again from South when it continued until the end of the day veering a little more to East, so we were able to lay up N by W at Noon.

Took the S.E. Trades. Lat. 20° 13' 38" S. Long. 21° 10' 11" W. 83 -

Tuesday 27. 36 days.

Had a pleasant gale from S by E. to S.E. & good weather - Steering under all sail to the West.

Lat 20° 0' 11" N. Long 21° 40' 11" W. 83 -



Brig Malta from Boston  
Wednesday 28<sup>th</sup> May 1834. 37. days out

Had a pleasant gale, but moderate with  
good weather throughout. Wind holds steady  
at about S.E. - Steering to E. W. under all sail.  
At 4 Am. Long. by Sun. Distances.  $22^{\circ} 38'$  West  
Ther.  $83^{\circ} 30'$  - Long Sun.  $22^{\circ} 45'$   
Lat. Obs.  $1^{\circ} 23'$  Sth

Thursday 29. 38 days  
Had steady light  
winds from S by E. to S.E. & good weather all  
this day - Steering to S.W.

Friday 30<sup>th</sup> 39 Days.  
Had light airs  
all the first part from S by E. At 6 P.M. saw  
a Brig about 5 or 6 miles on her beam steering  
West. - Latter part of the night wind hauled  
to E.S.E. - where it contin. to the end of the  
day - The Brig seen last night was about  
4 miles astern this morning - At 9. Am.  
Long. by dest. Sun & moon was.  $26^{\circ} 2'$  West  
Variation of Comp. for Amp.  $12'$  West  
Ther.  $84^{\circ}$  - Lat Obs.  $4^{\circ} 03'$  S  
Long. & Sun.  $26^{\circ} 03'$  W.

Saturday 31<sup>st</sup> 40 days.  
to S.E. by S. Had light airs from E by S  
with squalls towards the latter part & hard  
rain - At 4 P.M. spoke the English Brig Theodocia  
35 days from London for Isle of France - her Long.  
by Chronometer  $25^{\circ} 30'$  - At noon she was in sight 8 or  
9 miles astern. Lat Obs.  $5^{\circ} 26'$  S  
Long. B.R.  $26^{\circ} 10'$  W



towards New South Wales.

Sunday June 1. 1834. 41 days.

"We had light winds between E.S.E & S.S.E all this day. Steering by the wind to the South. At 8 Pm a strange sail passed us almost within hailing distance, steering to North."

At 10 Am the Long. by distances with sun & moon was  $27^{\circ} 42'$  West.

Brig Theodocia in sight, 3 Leagues astern at Noon. Wind S.E. by S. clear blue sky & weather. Ther.  $83^{\circ}$ . Lat. Obs.  $7^{\circ} 15'$  South. Long. Lun.  $27^{\circ} 45'$

Monday June 2. 42 days.

Began with light airs from S.E. by S. & fine weather. Before midnight it set in squally with fresh breezes. Took in all light sails. Latter part fresh trades from S.E. & squally - with a high sea from South. At 6.15 Pm. had the last sight of the Brig Theodocia 3 or 4 Leagues astern. Lat. Obs.  $9^{\circ} 10'$  S. Ther.  $83^{\circ}$ . Long. D.R.  $28^{\circ} 40'$  West.

Tuesday 3<sup>d</sup> 43 Days.

"Had fresh trades all the first part of the day from S.E. Middle part more moderate, & towards noon, light - with clear weather. At noon the Long. by Lun. was  $29^{\circ} 10'$  West. Ther.  $82^{\circ}$ . Lat. Obs.  $11^{\circ} 26'$ . \* Long. by Lun.  $30^{\circ} 00'$

Wednesday 4<sup>th</sup>

Pleasant gales from S.E. all this day - fine weather. - Steering to S.W. - Lat. Obs.  $13^{\circ} 34'$ . Ther.  $82^{\circ}$ . Long. D.R.  $31^{\circ} 00'$







# New South Wales.

Sunday 8<sup>th</sup> June 1834. 48 days.

First part squally with wind variable between N.E. & S.E. — Evening fresh breeze & sunny — from 10 till 2 squalls from S.E. N.E. & N.W. with heavy rain — At 2 P.M. wind set in at E.S.E. & freshened to a good breeze which it continued to the end of the day. — under all sail —  
 Variation amp. 8. 11. — Lat. Obs. 19. 17. 15  
 2<sup>nd</sup> 80 — — — — — Long. D.R. 32. 15 West.

Monday 9<sup>th</sup> 49. days

We had a tolerable breeze from E.S.E. to East throughout this day, with very good weather — Steering to South. — Got down the old fore top sail to repair & put up another — Saw a Brig on the Lee Beam. 3 Leagues Steering South — also — she has the appearance of being the Brig Theodosia which we lost sight of a week ago —  
 Lat Obs. 22. 06  
 1<sup>st</sup> 80 — — — — — Long. D.R. 32. 00

Tuesday 10<sup>th</sup> 50 days.

Began with light air from N.E. & pleasant weather — Towards evening it increased to a brisk gale & hauled to North — where it continued throughout the day with some squalls with rain towards noon — At daylight we were not a little surprised to see the Brig Theodosia about 2 miles from us on weather quarter — At noon we spoke her — Her Long. by Chron. 29. 23. Steering to S.E. by E. under all sail —

Thurs 7<sup>th</sup> 8 —

Lat Obs. 23. 34 1/2  
 Long. D.R. 30. 12 1/2  
 Chron. by Chron. 29. 23 1/2



Brig Martin from Boston

Wednesday 11<sup>th</sup> June 1834 51 Days.

Began with a brisk gale from North & Squally. During the most of the night we had a strong breeze from the N.W. & N.W. with, blowing in Squalls with rain - put all light sails & Pump. the top sails - Steering to the E.S.E. & S by E. At daylight the Brig Theodocia was distant from us about half a mile on the larb. quarter - Latter part wind got into S.W. & weather cleared -

2<sup>nd</sup> <sup>Shr.</sup> 75 - Long. by Chron. for Brig. Lat. Obs. 24.41  
Thro. 26.33 Long. Chron. 27.10

Thursday 12<sup>th</sup> 52 Days.

We had a continuation of good weather and a moderate breeze from the S.W. to South - all this day - Saw Cape Pigeon - Theod. in sight on lee quarter - Variation for Comp. at Setting. 8.30 West

2<sup>nd</sup> <sup>Shr.</sup> 71 -

Lat. Obs. 25.24  
Long. Chron. 24.57  
Long. Chron. 24.20

Friday 13<sup>th</sup> 53 days.

Began with moderate breeze from South & good weather. Steering to E.S.E. At 4 P.M. the Longitude by Lunar was 24.02 West. Latter part heavy weather & wind at S.E. At 8 Am Tacked ship to South -

2<sup>nd</sup> <sup>Shr.</sup> 72

Lat. Obs. 25.22  
Long. Chron. 23.00 W  
Long. Lun. 23.01



Towards New-South Wales.

Saturday 14<sup>th</sup> June 54 days.

Had the wind between S.E. & East-N.E. with cloudy weather constant hard rain, & strong breezes. - At 10 A.M. a ship was discov. close by. Standing to the North - No obs.<sup>n</sup> for Latitude.

Ther. 70

Lat. S. 10 27. 50

Long. E. R. 23. 25

Sunday 15<sup>th</sup> 55 days.

Had strong gales and high sea all the fore & nearly all the 24 hours with thick weather & rain - Wind steady at E by S - Raf. & fust. fore sail, in consequence of its being torn - Close up. the top sails - Shipped a large quantity of water at different times in the course of the night - Ends with fresh breeze & very hard rain -

Ther. 70

Lat. by S. 10 29. 45

Long. S. 10 23. 50

Monday 16<sup>th</sup> 56 days.

It began to moderate towards evening & we made a little more sail, with wind still at about S.E. by E. & high sea - the weather had now cleared - latter part pleasant gale, & thin flying clouds from S.E. -

Ther. 70 -

Obs.<sup>n</sup> Lat. 31. 00

Long. S. 10 25. 00

Tuesday 17<sup>th</sup> 57 days.

Had pleasant weather throughout this day - towards evening the wind began to favour & before midnight we were laying up S.E. with wind at N.E. moderate - latter part wind at North - Clear weather - Steering S.E. by E.

Lat. Obs.<sup>n</sup> 32. 9

Long. S. 10 24. 40



Matta from Boston

Wednesday 18<sup>th</sup> June 1834. 58 days out.

Had a brisk gale from N.E. to N.W. all this day. with good weather until towards latter part when it began to rain & gain in force.

Took in I. top. m. st. g. sail & ruf. the top Sails & steering through foul S.E. by E. — No obs<sup>n</sup>

Th. 70

Lat. D.R. 33.23

Long. D.R. 21.30

Thursday 19<sup>th</sup> 59 days

Began with a gale of wind from N.W. & thick squally weather. It however moderated at 4 P.M. & before 9.00 A.M. had wind at N.W. & clear weather. Steering under all sail to E.N.E. — Latter part high sea & moderate winds. Vessel rolling deep. Particulars rope to main try sail & got it down to new rope it — Many Cape Pigeons & Albatross round the brig — Clear weather —

Th. 67

Lat. Obs. 34.21

Variation for Amp. 11. West.

Long. D.R. 18.41

Friday 20<sup>th</sup> 60 days.

Began with a pleas<sup>t</sup> gale from N.W. which towards evening got round to North & freshened to a brisk gale when it continued through the night — In the morning had some squalls with rain thunder & lightning. Latter part wind at West by North. Strong Gale & squally weather — At 7 P.M. Long. by Distances moon & star planet Saturn. was 16.39 West.

Th. 64

Lat. Obs. 35.44

Long. Lat. 14.06



Towards New South Wales -  
Saturday 21. June 61 days.

Began with fresh  
gales from N.W. high sea & clear weather. Sat  
F. top m. Stuy sail - Steer. in S.E. by S. & S.E. with  
the expectation of making the Is. Tristan da  
Cunha - alt 8.15. The Long by Distances with  
Planet Saturn & moon was  $13^{\circ} 18' W.$  - After  
midnight it commenced a strong gale from  
N.W. with squalls & rain, thunder & lightning -  
alt. my course to E. by S. & relinquished the  
idea of making the land - Latter part  
strong Gale from N.W. blowing very heavy in  
squalls - Paper several patches of drift Kelp -  
The 60 - Lat. Obs.  $36^{\circ} 16' S.$   
Made a Dist. of 203 miles - Long by Lun.  $9^{\circ} 58' W.$

Sunday 22. 62 days.

Strong Gale from  
the N.W. & squally weather - Steering  
to E.S.E. - under fore sail close reef. fore  
top sail & surge reef. main do. Paper  
large quantities of drift Kelp - An empty Cask  
& a piece of Spar - Lat Obs  $36^{\circ} 32'$   
Made a Dist. 190 miles - Long. D.R.  $6^{\circ} 40' W.$   
The 55 -

Monday 23. 63 days

Fresh gales & squally nearly  
all this day - Wind at W by N. Steering to S.E. by E. & E.S.E.  
It moderated a little towards latter part & at noon  
we were under all sail again - Weather large -  
Paper drift Kelp  
Made Dist 178 miles - Lat. Obs.  $36^{\circ} 54'$   
The 54 - Long D.R.  $2^{\circ} 22' W.$



Brig Malla from Boston  
Tuesday 24<sup>th</sup> June 1834. 14 days.

Began with moderate easy weather, wind  
from West until 6 P.M. when it got round to  
North & freshened. Latter part fresh gale from N.E.  
with hard rain. reef. the top Sails — No obs<sup>n</sup>  
Lat. D.R. 37° 30'  
East Longitude Long. D.R. 00, 42 East.

Wednesday 25<sup>th</sup> 15 days.

Began with fresh  
gale from N.E. & rain — At 4 P.M. took in main  
Sail & main top sail. Gale increasing as fast as we  
could shorten sail — At 5.30 reef. fore sail, fore  
top sail & close reef. Main top sail — A high sea  
struck us at this time & threw the Brig quite on  
her beam ends, but she righted instantly with  
a deck load of water — Trunks, Chests, Dish  
plates, pots of Snuff, Cups & Saucers, potatoes,  
Sweet oil, Caster Bottles, all in a body on  
the Cabin floor presenting a scene of the  
most elegant confusion — Took in the reef fore  
sail & fore top sail & close reef. M<sup>n</sup> top sail —  
From 6.30 till near Midnight & blew a very  
hard gale — Her lay low very safe & dry —  
After midnight it moderated. Wind came  
out at West — Made some sail & started  
to S.E. — The sea was so high & irregular that  
the vessel rode very deep & dangerous to the end  
of the day — At daylight we discov. the Starb.  
ringbolt in the Deck by which the Launch was se-  
cured, broken entirely off & all the other Starboard  
man a loss — found the chain bobstay parted also  
Lat obs. 38° 4'  
Long D.R. 2, 42

The 56



Towards New South Wales —

Thursday 26<sup>th</sup> June 1834. 66 days — Began with light winds from West. & high confused sea that kept the constantly roofing & pitching — Employ. all hands to relax the spars & secure the Boats — At 7 Pm single reef. the top sails — At 9 Pm took a light breeze from South which soon increased to a pleasant Gale & continued so through the night — Latter part a brisk gale from S.W. and good weather  
 Lat. Obs. 37° 47' S.  
 Long. 21° 41' 34" E.  
 Th. 50 —

Friday 27<sup>th</sup> 67 days. Had a fine breeze from S.W. & W.S.W. with an occasional hail squall throughout this day — Steering to S.E. by E. — At 9 Am Long by Distances with Sun & Moon was 6° 25' East  
 Lat. Obs. 37° 56'  
 Long. from Lun. 8° 55'  
 Th. 25 —

Saturday 28<sup>th</sup> 68 days. Began with pleasant gales from the W.S.W. & good weather — At 8 Pm. wind hauled to N.W. when it continued in a brisk gale to the end of the day. Steering S.E. by E. At 9 Am. Long. by Distances with Sun & Moon was 8° 36' 30" East  
 Lat. Obs. 38° 21'  
 Long. from Lun. 8° 59'  
 Th. 50 —

Sunday 29<sup>th</sup> 69 days. Fresh gale from N.E. and squally throughout night. Latter part clear weather — Steering under reef. top sails & courses to S.E. by E.  
 Dist. 190 miles — Lat. Obs. 39° 02'  
 Th. 56 — 62 — Long. S.D. 12° 57'  
 all over a ft. Variation 4 W.



Brig *Albatross* from Boston  
Monday 30<sup>th</sup> June 1834. 70 days.

Began with  
fresh breeze from North which by midnight had  
increased to a strong Gale with rain - cal. all  
lands, close reef. the top sails just. m. n. co. soon after  
wind shifted suddenly to N.W. - Latter part had  
wind at West - the sea, running in contrary  
directions producing such a tumult as is seldom  
witnessed & is always dangerous.

Tall Obs. 39° 29'

Long. D.R. 16° 47'

Tuesday 1<sup>st</sup> July 71 days

Fresh gale from N.W.  
& sail squalls until towards latter part when  
it moderated & weather became pleasant.  
Made all sail. Steady E.S.E.  
Long by Lun. at 9 Am. 19° 26' 40" Tall Obs. 39° 37'  
Tall Obs. 39° 37'  
Long. Lun. 19° 50'

Wednesday 2<sup>d</sup> July 72 days.

The wind  
came round at N.W. by W at 3 P.M. and freshened  
to a brisk gale with squalls which continued  
through the night & obly. up to reef down.  
Latter part steady brisk gale from N.W.  
& cloudy weather. Made all sail -  
Tall Obs. 38° 41' S  
Long. D.R. 23° 41' E.

Thursday 3<sup>d</sup> July 73 days.

Had a brisk  
gale from N.W. & fine clear weather until towards  
latter part when it moderated & land. more  
breezy - Capt. a very large Whale asleep on the  
water, which, at first, was mistaken for some old vessel  
or with Barnacles -  
Tall Obs. 38° 24'  
Long. D.R. 25° 5'



Towards New South Wales

Friday 4<sup>th</sup> July 74 Days. Had light airs,  
mostly from S.E. nearly all this day with fine clear  
weather & quite warm. Latter part Calm - at 7 Am  
saw a ship about 5 miles to S.W. at 8 she was dropping  
I was not again seen to the end of the day - saw  
number of whales on fore part steering to West -  
Ther 65 - Lat. 05° 29' 52"  
Long. S.R. 26° 30'

Saturday 5<sup>th</sup> July 75 days. Began with light  
airs & calms - low. all sail as the vessel was rising deep  
& beating them out fast - Employ. repairing sails -  
Evening light airs from N.W. made sail. Before  
morning had a brisk gale from West & clear weather  
At daylight saw a ship on lee bow, & at 9 Am  
spoke English Ship Sarah Barry, 3 days from  
Algoa Bay - Whaling - At same time  
saw another ship in the Southern quarter  
standing to E.S.E. - had fresh gale & fine weather  
Ther 65 - Lat. 05° 38' 09"  
Long. S.R. 27° 10'

Sunday 6<sup>th</sup> July 76 days. Began with light  
winds from S.W. which died away and left it calm  
by 6 P.M. - About 10 AM light airs from N.W. and  
towards morning a good breeze from N.E. where it  
contin. to the end of the day - At 10.30 Am spoke the  
Dutch Ship Olivier van Noord, 70 days from here -  
steaming bound to Batavia - had brisk gale  
from N.E. & flying clouds -  
Ther 63 - Lat. 05° 38' 19"  
Long. S.R. 29° 5'



Brig. *Alma* from N<sup>o</sup> Boston  
Monday 7<sup>th</sup> July. 1834. 77 days on sea.

Had strong gales from N.E. to North and  
clear weather throughout this day, steering to  
S. by E. & E. S. E. had considerable northerly current.  
Lat. Obs. 38.31 South.  
Long. D.R. 32.44 East.

Tuesday 8<sup>th</sup> 78 days.

Began with strong  
Gales from North & clouds flying rapidly from the  
West. - At 3 P.M. wind changed suddenly to west  
& moderated, accompanied with a dark squall,  
sharp lightning & thunder & rain - At 6 P.M.  
wind set to S.W. again, weather cleared, made  
all sail - high sea from N.E. vessel rolling very  
deep - At 8 sharp lightnings in West N.W. with  
fair clear weather - At 10 P.M. call all hands  
to shorten sail - Wind from West N. West -  
a very black squall with constant lightning  
& heavy peals of thunder - ho! under snug  
Sail & sea before it - Saw a bright phosphoric  
light on W<sup>m</sup> royal truck when it continued  
about an hour - Had occasional heavy squalls  
through the night - Latter part more pleasant  
but strong gales & high sea -

Ther. 54

Lat. obs. 38.32  
Long. D.R. 36.16

Wednesday 9<sup>th</sup> 79 days.

Had strong gales from  
N.W. to N.E. with high sea & squalls with hail  
& rain - steering to E. by E. but was obliged to keep  
under so frequently in force of the squalls that  
we made considerable Northward - latter part  
moderate. Made sail -

Ther. 56 -

Lat. obs. 36.52  
Long. R 40.30



# Towards New South Wales -

Thursday 10<sup>th</sup> Aug. 80 days -  
 Had fresh breeze between  
 S.W. & West all this day with pleasant weather. Some  
 night squalls excepted - Star to S.E. & S.W. by E. then  
 out this day - Had a strong northerly current  
 the last 2 or 3 days. -  
 Lat. Obs. 35° 38' N.  
 Long. 31° 14' E. East.  
 Ther. 65° -

Friday 11<sup>th</sup> 81 Days.  
 Had a pleasant gale from  
 S.W. the most part of this day & fine weather.  
 Latter part light air from South. Experienced  
 a strong northerly dip, as we were able to steer, and  
 did Star S by E the most of the day.  
 At 1 P.M. the Long by Distances with Sun  
 & Moon was 44° 12' East -  
 Ther. 64° -  
 Lat. Obs. 35° 22'  
 Long. Sun. 47° 10'

Saturday 12<sup>th</sup> 82 days.  
 Began with light air from  
 South & clear weather. Long by Lunar at 1.50 P.M.  
 was 47° 9' East. - At 6.30 P.M. Long by Star Antares was  
 47° 20' East. - Had a calm of about 2 hours, when  
 a light air set in from North which by midnight had  
 increased to a brisk gale. - Latter part cloudy weather  
 but a good breeze from N.W. - Steering under all  
 sails to S by E. - Employing making a Main Toyal -  
 Ther. 62.34  
 Lat. Obs. by alt. obtain at  
 20m. past Mer. 36° 45' N.  
 Long. Sun. 49° 10' E.

Sunday 13<sup>th</sup> 83 days.  
 Began with a brisk gale from N.W. and  
 good weather. Steering S.W. by E. - At 6 P.M. Long by dis-  
 tances with Planet Venus & Moon was 49° 54' - After midnight the  
 wind came suddenly round to S.W. & blew hard. Single reef  
 Ends strong breeze & good weather. Wind S.W. -  
 Ther. 53 -  
 Lat. Obs. 36° 45' N.  
 Long. Sun. 51° 10' E.



Brig Malla, from Boston  
Monday 14<sup>th</sup> July. 84 Days from Boston.

We had strong gales from South all this day, & high sea - Shipped considerable water - Standing to East. - Cleared at Noon. No obs.<sup>d</sup>

Thur. 53<sup>rd</sup> —————  
Lat. obs. by acc. obtain.  
imp. noon 35<sup>th</sup> 12' S  
Long. D.R. 55<sup>th</sup> 04' E

Tuesday 15<sup>th</sup> 85 Days

Had a continuation of strong gales from South to S.E. and weather partly clear - High sea - at noon set top gall. sails on single reef. top sails -  
Thur. 60<sup>th</sup> —————  
Lat. obs. 34<sup>th</sup> 52' S  
Long. D.R. 57<sup>th</sup> 06' E

Wednesday 16<sup>th</sup> - 86 Days -

Had a continuation of fresh breezes from S.E. all this day - Standing to Sth East. under all sail.

Thur. 59<sup>th</sup> —————  
Lat. obs. 33<sup>th</sup> 7'  
Long. D.R. 58<sup>th</sup> 45'

Thursday 17<sup>th</sup> 87 Days.

Had the winds steady between S by E & S by S. all this day, tho nearly calm towards latter part - No indication of change - Weather pleasant

Thur. 65<sup>th</sup> —————  
Lat. obs. 33<sup>th</sup> 05' Sth.  
Long. D.R. 59<sup>th</sup> 15' East.

Friday 18<sup>th</sup> 88 Days.

Began with calm weather. Evening light air from North - succeeded by calms, which continued through out the day - Made little distance - Long. by Moon of Sun at 7<sup>th</sup> 60<sup>th</sup> 27' East -

Thur. 64<sup>th</sup> —————  
Lat. obs. 33<sup>th</sup> 30'  
Long. D.R. 60<sup>th</sup> 55'



Towards New South Wales —  
Saturday 19<sup>th</sup> July 1834. 89 Days.

Had light wind from North all this day  
& fine warm weather. Steering to S.E.

Put all hands on an allowance of 5 pints of water  
per day & 6 lbs Bread per Week. Completed a new  
Main royal & set it — Also got up Main & 1<sup>st</sup> F. Studding S.  
Ther. 70° Lat. Obs. 34° 19' Sth.  
Long. D.R. 12° 20' East.

Sunday 20<sup>th</sup> 90 Days.

Had light wind from  
the Northern quarter all the day. — Sometimes nearly calm  
smooth sea & good weather. — Steering to S.E. by E.

Ther. 69° Lat. Obs. 34° 50' Sth.  
Observations for Temp. 19° 30' Long. D.R. 13° 10' E.

Monday 21<sup>st</sup> 91 Days.

Began with light wind  
from North. & pleasant weather. — Steering to S.E.  
— Under all sails — Breeze increasing & the ship  
to a brisk sail from S.E. where it continued the  
rest of the day with good weather. — Sent down  
Main royal & yard —

Ther. 64°

Lat. Obs. 36° 13' Sth.  
Long. D.R. 16° 07' E.

Tuesday 22<sup>nd</sup> 92 days.

Had fresh gales  
from North. & cloudy weather. — Steering to S.E.  
— Evening increasing breeze. — Took in the Main's  
Sail & 1<sup>st</sup> & 2<sup>nd</sup> Gaffs — Drove up top sails —

Latter part strong Gale & rain. — Got a  
had obs. for Lat. — Steering S.E.  
Ther. 60°

Lat. Obs. 37° 00' Sth.  
Long. D.R. 19° 03' E.



Brig Mactaw from Boston  
Wednesday 23. July 1834. 93 days.

Began with fresh gale from N. N. W. & rain.  
Steering S. E. by E. — At 5 P. M. wind shifted  
suddenly to E. N. E. close reef. fore & main top sails  
set. M. by sail & main course. — Steer. E. by E. the  
remainder of the day with strong gale & high sea  
from S. W. —  
Lat. Obs.  $37^{\circ} 53'$   
Ther.  $48^{\circ}$  — Long. D. R.  $73^{\circ} 51'$

Thursday 24. 94 days.

Had a brisk gale from  
Westward & S. W. all this day. — Steering to the  
S. E. under all sail. — Weather Hazy — looking  
out for Is. St. Pauls. —  
Lat. Obs.  $38^{\circ} 31'$   
Ther.  $51^{\circ}$  — Long. D. R.  $77^{\circ} 25'$

Friday 25. 95 days.

At 1.30 P. M. saw the  
Is. of St. Paul bearing S. by E 3 Leagues — were  
not able to see it sooner in consequence of a thick  
smoking haze — This is a high Is. and might be seen  
in clear weather 50 or 60 miles — The Summit of  
this Is. shows a large extent of table land — At  
present we could not discover tree shrub or the  
least indication of verdure or any part of it.  
Had a brisk gale from West. some eight miles  
but generally good weather throughout — Steering  
S. E. by E. under all sail — Pass. some patches  
of Kelp in latter part —  
Lat. Obs.  $39^{\circ} 18'$   
Ther.  $56^{\circ}$  — Long. D. R.  $81^{\circ} 50'$

Saturday 26. 96 Days.

Brisk gale from N. N. W.  
to S. W. all this day. Latter part got up m. by E. &  
set sail — good weather — Steer. S. E. by E.  
Ther.  $59^{\circ}$  —  
Lat. Obs.  $39^{\circ} 32'$   
Long. D. R.  $85^{\circ} 07'$



# Towards New South Wales —

Sunday 27<sup>th</sup> July. 97 days

Had a stiff breeze from West. all this day under all sail. carried a main Royal peak of the time — Steering E. S. E. — Weather cloudy, with mist, approaching to rain —

Ther. 56 —

Lat. Obs. 39° 44'  
Long. D.R. 89° 43'

Monday 28<sup>th</sup> 98 Days.

Had a continuation of fresh gales from West. & weather same as yesterday under all sail Steering E. S. E. —

Ther. 58 —

Lat. Obs. 40° 10' S  
Long. D.R. 94° 16' E

Tuesday 29. — 99 days.

Had a good breeze from N.W. all this day & good weather. under all sail Steering to the E. S. E. — Long. by Distances with sun & moon N. E. at 9. A.M. was 95° 44' — last.

Ther. 84

Lat. Obs. 40° 16' S  
\* Long. D.R. 96° 12' E.

Wednesday 30<sup>th</sup> 100 days

Had pleasant gales from N. S. W. all the first part. Middle & latter part fresh breezes from N.W. by W. & squally weather —

Ther. 52 —

Lat. Obs. 40° 42'  
Long. D.R. 100° 00' E.

Thursday 31. July. 101 days.

Had strong gales from N.W. to W.S.W. with frequent squalls — Steering E. S. E. — Made a Distance of 200 miles

Ther. 50 —

Lat. Obs. 40° 38'  
Long. D.R. 110° 25'

See Log



Brig Malta from Boston  
Friday August 1 1854. 102 Days

We had a brisk gale from W.S.W. all the  
24 hours - Weather, alternately clear & cloudy with  
frequent light squalls of rain - At 9 A.M. Long by  
distances with circ was  $107^{\circ}32'S$  East.

Ther.  $48^{\circ}$  - - - -

Long. Sun. ho.  $107^{\circ}32'S$

to noon.  $108^{\circ}00'S$

Lat Obs  $40^{\circ}39'S$

Saturday 2 Aug. 103 Days.

Had the wind  
light from S.W. to West. until towards latter part  
when it hauled to N.W. & North. Weather  
partially clear with thin squalls of rain -  
Steering to E by S under all sail - At 10.30  
A.M. Long by Distances with two sextants circ was  
 $109^{\circ}50.36 + 100.00$  - Mean  $109^{\circ}55'S$

Ther.  $62^{\circ}$  -

Long. ho. to Noon.  $110^{\circ}03'S$

D: from yesterday obs.  $110^{\circ}08$

Lat Obs  $40^{\circ}35'S$

Sunday 3. 104 Days.

Had a brisk breeze  
from N.W. with good weather until towards  
latter part when it set in thick with rain -  
Steering East. Dist. 165 miles.

Ther  $52^{\circ}$

Lat. D.R.  $39^{\circ}55'$

Long. D.R.  $115^{\circ}21'$

Closest Sun.  $113^{\circ}35'$

Monday 4. 105 Days.

Had a brisk breeze from  
North. until midnight when wind hauled to the  
West. where it contin. to the end of the day with  
clear weather - At noon light squalls.

Ther.  $56^{\circ}$  -

Lat long.  $3^{\circ}25'$

Lat Obs.  $40^{\circ}47'$

Long. D.R.  $117^{\circ}00'$



Tongues New South Wales —  
Tuesday 5.<sup>th</sup> Aug.<sup>r</sup> 1834. 106 days.

Had the wind  
from the Western quarter all this day - Squally with  
fine rain - Steering E by S. Dist. 170 miles -  
Ther. 56 Lat. Obs.<sup>d</sup> 40. 37 S  
Long. D.R. 120. 45 E.

Wednesday 6.<sup>th</sup> 107 days.  
Had a continuation  
of wind between W.S.W. & W.N.W. Steering E by N.  
Through the night clear - Latter part cloudy - Under all  
Sail - Dist. 190 miles -  
Ther. 52 Lat. Obs.<sup>d</sup> 40. 8  
Long. D.R. 124. 50

Thursday 7. 108 Days.  
Began with fresh breeze  
varying between W.S.W. & N.N.W. Steering East - Got the  
anchors on the bow & secured them - The night set  
in with squalls of hail & lightning - Had under short  
sail - Latter part strong Gale from West. and frequent  
hail squalls. Sun broke out at noon & gave us -  
Dist 180 mi.  
Ther. 48 Lat. by obs.<sup>n</sup> 39. 47  
Long. D.R. 128. 44

Friday 8.<sup>th</sup> 109. Days.  
Strong Gale from West  
by South. & frequent squalls. - At 1 P.M. Mr. Williams  
was taken in a fit whilst about to descend to the Cabin  
& fell prostrate on the Deck - He remained in a state  
of insensibility for near fifteen minutes - After vom-  
iting freely, & immersing his feet in warm water he became  
better & now is quite well again - Ther. E by N. Dist  
184 miles -  
Ther. 50 Lat. Obs.<sup>d</sup> 39. 12 S  
Long. D.R. 132. 41



Brig Malla from Boston  
Sailing 9<sup>th</sup> Aug. 110 days.

Began with moderate  
breeze from West, which gradually got round to S.W. and died  
away to a calm at a few minutes, & then set in at 2.30. Am.  
at N.N.E. where it contin. to the end of the day at which  
time we had a fresh breeze. Weather clear. At 11.45  
Am. Got Distance, with two sextants between Sun & Moon  
which gave Long.  $135^{\circ} 2'$  East. — Long. at Noon  $135^{\circ} 4'$  E  
Ther. 52 — Lat. Obs.  $37^{\circ} 30' S$

Sunday 10<sup>th</sup> 111 days.

Began with fresh gales from  
N.N.E. & clear weather — Seeing no indication of a change  
of wind, but every appearance of a gale from North.  
We gave up the idea of going through Bass. Straits &  
ran up S.E. at 8 P.M. to go round the South Cape  
of Van Diemens Land — At 2 Am. wind  
lost to N.W. and at noon had it at N.W. blowing  
fresh — Steering S.E. to run up bay. Lat.  
Long. this day deduced from Distances } Lat. Obs.  $41^{\circ} 41'$   
on each side the Moon. } Long. Lun.  $137^{\circ} 8'$

Monday 11<sup>th</sup> Aug. 112 days.

Had fresh breezes from  
N.W. & squally. Steering S.E. until 1 Am. when  
the wind shifted to West. Kept off E.S.E. & steer.  
ed throughout the rest of the day — when we had wind  
more moderate — made all sail — Wind at 11.45  
Ther. 52 — Lat. Obs.  $44^{\circ} 00'$   
Long. I.D.  $139^{\circ} 21'$

Tuesday 12<sup>th</sup> 113 Days.

Began with fresh gales from W.N.W. which  
before 8 o'clock got to North. with rain — At 10 we had it fresh  
again from W.N.W. where it contin. with little variation to the  
fore day — Mean Long. by dist. at 1 P.M.  $139^{\circ} 56'$   
Ther. 58 — Lat. Obs.  $44^{\circ} 17'$   
Long. Lun.  $142^{\circ} 52'$



# Towards New South Wales.

Wednesday 13<sup>th</sup> Aug. 1834. 114 Days.

Began with squally weather & rain - Wind at N.W. - Steering by E by N. - Made fast light winds from between E.W. & N.W. - Latter part fine weather & pleasant breeze from S.W. - At 6 P.M. Measured distances each side the moon with stars, gave longitude  $143^{\circ} 26'$  which brought to noon gave Long.  $147^{\circ} 35'$  East. Lat.  $45^{\circ} 13'$ .

Thursday 14<sup>th</sup> 115 days.

Began with clear weather & a pleasant gale from S.W. - Hauled in North to make the land which we saw a 2<sup>d</sup> at 3 P.M. land bearing from W. to N.W. - Landed off E.S.E. as the wind appeared to be getting too S.E. - Boring set in squally carried a puff of sail, with wind at South to S.E. - At 8.30 a.m. & got into S.W. - At 10 bore up - E by N. & Steer. on the course till midnight, then Steer. E.N.E. until 6 A.M. when Steer. N by E to the end of the day - Lat. Obs.  $43^{\circ} 11'$  South. Long. Meas.  $150^{\circ} 13'$  East. Ther.  $45$  -

Friday 15<sup>th</sup> 116 days.

Had a brisk gale from South & S.W. with frequent rain squalls. Steer. to North. all this day - Latter part more moderate - Lat. Obs.  $40^{\circ} 30'$  S. Long. D.D.  $150^{\circ} 47'$  E. Ther.  $60$  -

Saturday 16<sup>th</sup> 117 days.

Had light air from South West all this day with fine weather. Steer. North. At 8 P.M. Long. by distances each side - Lat. Obs.  $39^{\circ} 07'$  the moon was  $150^{\circ} 55'$  East - Long. D.D.  $150^{\circ} 50'$  Ther.  $60$  - Long. Sun.  $151^{\circ}$



Brig Malta from Boston  
Sunday 17<sup>th</sup> August 1834 11 days out.

We had light variable airs from W. W. to S. W.  
throughout this day & good weather. Bearing North

Lat. Obs. 38° 25'

Long. D.R. 151° 12'

Monday 18<sup>th</sup> - 119 days.

Had a steady breeze  
from North until towards latter part when it changed  
to S. - very light - At 2 Am. computed myself distant  
from Land 70 or 80 leagues. Tacked to East & stood till  
4 Am. when I again tacked to W. W. - At 7 Am. saw  
Land from the Deck from N by N to N. W. by W -  
At 10 Tack. to North - Light airs - At Noon Cape  
Cove bore West & a high round Mountain N by  
N & N. The latter 12 or 14 leagues distant - clear weather  
Th. 65

Lat. Obs. 37° 36'

Long. D.R. 150° 59'

Tuesday 19<sup>th</sup> - 120 Days.

Had light variable  
airs, but mostly calm throughout this day. clear weather  
At 5 P.M. High round Mount. West. just visible  
from Deck - I think we have seen a N. Easterly Sea  
from our altering the bearing of the land so fast without  
any wind -  
Th. 67

Lat. Obs. 37° 13'

Long. D.R. 151° 00'

Wednesday 20<sup>th</sup> - 121 Days.

Had clear weather  
& light winds from N. which at 5 P.M. got into West  
& at 8 P.M. at South. At midnight it came out at  
N. W. where it continued to the end of the day - At  
1 P.M. Tack. to W. W. - clear weather &  
small breeze from N. W.

Lat. Obs. 35° 54'

Long. D.R. 150° 55'

Th. 65



# Towards New South Wales.

Thursday 21 Aug. 122 days from Boston.

At 1 P.M. steering in to West. Saw the land ahead.  
At 6 P.M. had the peaked Mountain called the Pigeon  
house on the Chart bearing W. N.W. 6 or 8 Leagues  
Sack to East. & stood off till 4 P.M. with  
clear weather & fresh breezes from North. At 4  
P.M. to West. again & at 9 P.M. again got sight  
of the Land. At Noon Pigeon House bore W. by N.  
Cape George N. by W. - Extrem land to South. S. S. 1/2 E.  
68. - No Current. - Lat. 65. 35. 33

Friday 22. 123 Days

Began with pleasant Gale from the  
North. & clear weather. Standing W. N.W. for the Land.  
At 1 P.M. finding the current setting strong to the South -  
Tack to E. N. E. & obs. by bearings of land that the current set us  
from 1/2 to 2 miles per hour to South. At 3.30 P.M. spoke an  
English Ship from Sidney, for Isle of France. Asked the Capt.  
if he knew the current set on the Coast. who answered North -  
I concluded from this, that a strong eddy current exists from  
Cape George Southward at the distance, in some places, of  
4 or 5 Leagues from the land - then off N. E. until  
midnight when the wind fell a little so we could  
lay N. by E. but moderated down so much as to leave it  
nearly Calm before morning. At Noon Cape George bore  
W. by N. & Pigeon House S. by W. - per Compass -  
then 70 - Letter part Northward - Lat. 65. 35. 7 South.

Saturday 23. - 124 Days.

Began with light air &  
Calm. At 6 P.M. light air set in from the South - Squared  
away for Sidney - Wind increased to a Gale by 2 A.M.  
call. all hands & reef. top sails & haul. by the wind to the  
East. - at 4.30 bore Ship to S.W. with strong Gale from  
N. E. - At 7.30 A.M. bore up west & at 9 A.M. saw  
the land & then away north - At 10 A.M. saw the



Brig Malta, at Sydney, N.S. Wales.

Light-house bearing N.W. & Steer for it - Weather thick with rain - At noon doubled around the South head & took a Pilot - American Ships Typhoon - Black Warrior, & Augusta here - Markets very dull excepting Flour which is selling at 38/- per bush equal to ~~9/-~~ <sup>11/-</sup> ~~dolls.~~ 19 dollars.

Sunday 24<sup>th</sup> August.

The wind continued to

blow strong from S.E. all this day. Arrived 3 Ships & a Brig - before midnight it blew a very heavy Gale from about East with hard rain -

I went on shore for a few Minutes this afternoon, & called on an English Gentleman by the name of Fennell - returned on board again before dark & secured the Boats - Weather quite cold. <sup>ther.</sup> 50°.

Monday 25.

Began with strong Gale from East & hard rain - At 6 AM. Gale increasing - Got down Royal yards - At 8 OK let go a second anchor Brig laying weather had a cable length of the water - At 9 PM. the gale had much increased, while I had a long range - burst out on both chains. At 10 Still increasing with hard rain, & at 11 OK it blew a complete Hurricane - fearful that we should be cast on the rocks I secured my most valuable papers in a small trunk & prepared to meet the worst - from 11 to 12 Mid - night it continued to blow with unabated violence - but the anchors, four having given cable in good time had become firmly fixed, & contrary to my expectations held on, whilst others were drifting in all directions - Got down top Gall. yards & was employed striking the masts when at a little after midnight the gale abated and weather fresh, during the height of the gale had been at East, to S.E. & shifted to N.E. & moderated -



Brig. Malta at Sydney N.S. Wales.  
Tuesday 26<sup>th</sup> Aug. 1834 -

"We had a beautiful day throughout  
with moderate breezes from West. - Went on shore and  
reported at Custom House, & made arrangements with  
the firm of Messrs. Aspinwall, Brown & Co. to receive  
the consignment of my Cargo -

Wednesday 27<sup>th</sup>

Got a Pilot on board & took the  
Vessel up to Darling Harbour, where we hauled her  
along side the Wharf & under the Bows of Ship  
Black Warrior -

The Ship Edward Lombe  
Capt. Troyan - 370 Tons sailed from Hobart Town  
for this place on the 17<sup>th</sup> Inst. with 7 Passengers & Cargo  
of Spirits, ale Salt & other Merchandise - Owing to calms  
she did not make much progress for 3 or 4 days, when a  
fresh Gale set in from E.S.E. On Monday she was off  
the Land, but thick weather prevented her from  
seeing the entrance. The Gale increasing the Capt. en-  
deavoured to keep his Ship off the Coast, but his fore-  
top M<sup>st</sup> Mastsail being blown away, & some of his top  
M<sup>st</sup> Backstays having parted, & coming in sight of Port  
Jackson Lights about same time, they bore up for the  
entrance & anchored just inside the Shoal called the  
Sow & Pigs. Unfortunately it happened at the very  
height of the Gale, & no sooner had they dropped one  
anchor than the Cable parted - they then let go another,  
but could not bring her up - she continued drifting,  
& whilst they were endeavouring to furl the sails the  
night extremely dark, & blowing a hurricane. She struck  
on the Rocks - all was now in confusion. Some  
of the passengers were hurled on deck, & amongst them one  
female in a state of nudity - The Capt. was endeavour-  
ing to cut away the Launch to save all hands, when a  
violent sea swept the Launch away with the Capt.  
other passengers engaged with him, they were seen no more.



Brig Malta, At Sydney, N.S. Wales.

Before sundown to bid her & in a few minutes  
a noble ship was dashed into fragments, and 12  
of her crew found a sudden & watery grave —  
Among those who perished in this awful catastrophe  
was the Capt. — 2 & 3. mates — the surgeon — Mr. Jones  
husband to the Lady before mentioned — 4 other passen-  
gers — Steward & 2 Stewards — The remainder of the crew  
& passengers, 17 in number clung to the stern of the vessel  
with the sea constantly washing over them until re-  
lief was afforded them in the morning — They were  
all taken off in a shockingly injured condition,  
& we hear that Mrs. Jones who was quite exhausted is  
now likely to recover — This is the first accident of  
the kind that ever happened in Port Jackson & many  
are doomed to mourn the loss of some friend or relation  
The Malta tho anchored higher up the harbour was  
still in a very exposed situation, as I had a bold  
ragged rocky perpendicular shore, directly under my  
stern, which gave me not the least room to drift — This  
circumstance I well foresaw, & took measures to guard  
against it, by letting go a second anchor & giving them  
time to get well bedded in the mud before the height  
of the gale came on & to this alone can I ascribe our  
almost miraculous escape — Nearly all the other vessels  
in Port were driven some of them nearly half a mile, before  
they could bring up — but the Malta, being the only vessel so  
situated as to have not even ten fathoms between her and  
inevitable destruction, I presume to say, did not start  
our bottom from her anchors —

Thursday 28<sup>th</sup> Employ? making out the ne-  
cessary papers for discharging Cargo Concerns — Dis-  
missed 2 Mate. for Misconduct — Employ? a Cook from  
Shore to Cook for the Brig, in place of the person who  
shipped in Boston to perform that duty but who has proved  
himself incompetent to the undertaking —  
Wind from S.W. — pleasant — B. 62



Brig. Malta, at Sydney N.S. Wales.  
Friday 29<sup>th</sup> Aug. 1834.

Employed unloading cargo, and  
corking round the timber heads — Got a permit to discharge  
at 3 P.M. but had only time to Land a few articles —  
Wind from South, with light showers — Therm 68°

Saturday 30<sup>th</sup>

Had light winds from Southward  
Hazy weather — Employed Landing Cargo

Sunday 31 — Employed unloading cargo and  
corking. Wind from Northward blowing fresh  
on latter part — Dined on board the ship 2 P.M.

Monday 1 Sept. Therm 64°  
Had a fresh Gale from S.W.  
all the 24 Hours with fine weather —  
Employed discharging Cargo.

Tuesday 2<sup>d</sup> Therm 65°  
Employed discharging Cargo — Made  
some sales of Cider & a few staves — Wind high from  
Southward —

Wednesday 3<sup>d</sup>  
Discharged my cargo to the  
Customs. Cleared Rooms — Sold a part of my stock  
in cooking stoves — some stoves — Rice &c —  
Wind from East. Hazy — From this to the 11<sup>th</sup>  
Employed discharging Cargo. Getting my oil casks set up,  
& ballasting for Sea. Having left all my Cargo in the  
care of the House of Aspinall Brown & Co. with in-  
structions for their better government. I sailed from  
Darling Harbour at 4 O'Clock P.M. but we had scarcely got  
our anchor up when the wind shifted from West to the  
S.E. & blew a hard gale — we got round to Neutral Bay  
when as there was very appearance of a hard gale I ordered



# Brig Malta from Sydney N.S. Wales -

The ship is being in Brig to anchor - & sea on time  
with heavy rain until about 8 P.M. when it again moderated  
& wind got back as far as S.W. - The vessel did not come  
on board in consequence of the bad weather and I did  
not get my Clearance -

Friday 12<sup>th</sup> At 6 AM. I took a Boat again, having  
at this time a pleasant gale from S.W. and clear weather  
Received my Customary Search visit for Convicts,  
afterwards my Clearance, when at 7 AM. we weighed  
our Anchor & at 8.30 was out clear of the Heads -  
At Noon no Land in sight - could just discern the Light  
House on South Head - Estimated distance 11 Leagues -  
Bearing of Light house W. by N. -  
Long. Nom. 152. 04

Saturday 13<sup>th</sup> Sept. 1 day out  
Began with light winds - from the  
S.W. & good weather - At 8 P.M. calm succeeded by light  
air at 9 P.M. that before midnight promised us a steady  
breeze from about N.W. But before morning it had  
got back again to Southward with squalls - Latter  
part squally with wind from S.W. - Steering to the  
East - Under all sail - Lat. Obs. 33. 54 S  
Long. D.R. 154. 34 E.

Sunday 14<sup>th</sup> 2 days. Had a strong Gale  
from S.W. to W.S.W. & frequent squalls throughout  
this day - Steering E. by N. - Lat. Obs. 33. 49 S  
Long. D.R. 158. 41 E.

Monday 15. 3 days.  
Fresh Gale from S.W. & squally till  
Latter part, when squalls subsided & wind moderated. Set  
Lower Storing sail at noon Lat. Obs. 33. 25 S  
Long. D.R. 162. 31 E.



Towards the Bay of Islands. New Zealand

Tuesday 16<sup>th</sup> Sept. 1834. 4 days.

"We had a brisk gale all the first part of this day, with light rain Squalls - Steering to E by N. till Midnight when I kept up East as the wind appeared to incline more to South with cloudy weather. indicating a change - Latter part Light winds between South & S.E. - Lat. obs.  $33^{\circ} 22'$  Long. D.R.  $165^{\circ} 49'$

Wednesday 17<sup>th</sup> 5 days.

Had light airs between S.W. & S.E. nearly all day - Latter part Calm - Made a distance only of 45 miles - Lat. obs.  $33^{\circ} 15'$  S. Long. D.R.  $166^{\circ} 40'$  East.

Thursday 18<sup>th</sup> 6 days.

Began with light winds from N.E. which by 6 P.M. became fresh, & continued so through the night, with clear weather - Steering to E. by E. & S. by E. Latter part hazy weather - All sail set. Lat. obs.  $34^{\circ} 52'$  S. Long. D.R.  $169^{\circ} 00'$

Friday 19<sup>th</sup> 7 days.

Began with pleasant gale from N.W. with indications of a shift - Light rain - At 2 P.M. wind came out at S.W. & rained hard for a few minutes - Evening passing light squalls. Moderate. At 10 A.M. Calm At Midny. took a breeze again from S.W. - Steer. into the E by N. under all sail - At 10 A.M. saw the Land on the Coast of New Zealand - At Noon the N.W. extremity of New Zealand bore N.E. by N. 4 or 5 Leagues - Land moderately high & uneven and presenting to the South a long range of barren Sand Coast.



Brig Malta, at New Zealand.  
Saturday 20<sup>th</sup> Sept. 1834. 8 days.

At 1 P.M. saw the 3 Kings Islands  
bearing from N.W. Cape W.N.W (true) 9 or 10 Leagues —  
hauled round to East. & pass'd the North Cape at  
6 P.M. which is a high bluff table land — stood on  
to E.S.E. close on a wind till midnight with wind  
at South & fine clear weather — when I tack'd to the  
W.S.W. with land in sight from S.W. by S. to W.S.W. —  
stood in with moderate breeze from S by E. until 5.30  
A.M. when daylight enabled me to ascertain my position  
— I found myself close in with the Bay of Islands  
where ~~land~~ I was informed an English Mission  
was established — I ranged up to the East in search of  
the Harbour where I had been told was good & long —  
Mr Williams who was here two years ago in Ship Tyber  
thought he should know the place again & to give  
him a fair chance I kept close in shore to be sure and not  
pass it — At 11 A.M. we discovered a large Conical rock  
situated in a small cuspature of the Coast which Mr W.  
said was the mark for the entrance to the Anchorage — As  
it appeared to me to afford not the slightest shelter from  
North & East winds I did not think proper to run the Brig  
in without more positive information, & as he was very  
unfortunate to ascertain to not merely for my satisfaction  
but his own also I bore too, head off shore and sent  
the jolly Boat in with Mr W. & Mr Elliot 2<sup>d</sup> officer —  
They were absent from the Brig upwards of 3 hours  
& returned to inform me of what I was well satisfied of  
before that that was not the place I was in search of  
I now took up stern Boat & bore up to East. along  
shore with a brisk gale from S.W. to South. At 6 P.M.  
hept away East, secured the Anchors & gave up the  
idea of stopping at this Pt. — but at this moment it  
occurred to me that Capt Morell whom Voyages was  
had in the Cabin had been at the Bay of Islands & I im-  
mediately turned to them, where in one minute I got  
all the information I wanted. — I have just now



# Bay of Islands. North East Coast of New Zealand.

Began to open the Bay of Islands and had only to brace up & haul right in, which I did & passed the night in flying to Windward in a very fair breeze. At day light I found myself within 5 miles of the Seigan Reef which is a conical rock about 100 feet high rising to the Eastward which will always serve as a guide to the Strangers as there is nothing more like it in or near this Bay. It bears from Cape Horn, or Brett for Compass E by N - 5 Leagues — Sunday 21<sup>st</sup> Sept. The wind set in fresh from S.W. and we were obliged to make the whole of our distance dead to Windward — The Course up from Seigan Reef was S.P.W. — soon after passing the Reef we saw a small Schooner or rather Sloop standing in & soon after opened on the North. — There a few small houses the residence of some of the English Missionaries — We continued at Tack & Tack until 1 P.M. before we reached the anchorage in 5 fath. water — where we found one English Whale Ship at Anchor — Bearings at Anchor as follows viz:

Monday 22<sup>nd</sup> Sept. 1834.

Early this morning I proceeded up the bay to the residence of Messrs Pouditch & Myers Shipwrights, who I understood were in the habit of purchasing pretty largely at times for the supply of the Whale Ships. On my arrival at their Station I met with little encouragement from these Gentlemen, but was referred by them to the Rev. Mr. Williams at the Mission Establishment on the S.W. side of the Bay. — I accordingly called on Mr. Williams at the Mission and spent an hour in conversation with him, but as regarded business was again referred to a third person high up the bay. — After spending more than half an hour running round for Customs, I again called at Messrs Pouditch & Myers & told them if they wished any part of my Cargo they must go forward immediately, if not



# Bigg Malta At New Zealand

I should proceed to sea without delay - This was what they did not perhaps expect, & I was told they would soon be on board. I now returned on board myself and soon had considerable company after me to whom I sold several Casks of Rum Brandy & Gin, Cheese, Tobacco & conclude to wait another day - Wind South.

Tuesday 23<sup>d</sup> Sept<sup>r</sup>

Had pleasant weather all this day - Wind light from South. till towards evening when it got into the S.E. & became overcast. Had considerable business today. Sold to the amount of About 1000 dollars (Cash) principally in Rum, Gin, Brandy & Tobacco - Exchanged my best Boat for a prime whale Boat - Hoisted out my Launch & sent a Load of Liquors up to Mr. Clunnon at the head of the Bay -

Wednesday & Thursday.

Employed Making sales & delivering cargo, principally liquors & Tobacco - Bought of Capt. Pouditch 5000 lbs of the Rosin of the Cowdly Tree - a species of Pine - The Gum or Rosin oozes from the bark & is taken from the tree in masses of from 4 to 8 or 10 lbs - Sent my Launch on shore for water on the East part of the Bay, & after much vexatious trouble succeeded in getting two Casks by paying a most extravagant price for it - Wood, I stand much in need of also, but the natives would neither let me cut it, nor would they sell it me at any price & moreover I was cautioned against sending my boat in for the article at any part of this bay - The Cause was not assigned for this rude & inhospitable treatment, but I can impute it to nothing but my not permitting their Wharves to be on board the Vessel, contrary to the usual Custom in this place - I called on Mr. Busby & Lady in the course of the after.

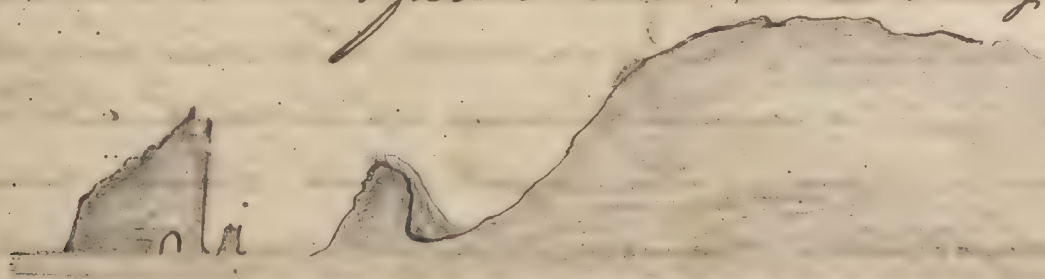


From Newzealand, Nov<sup>r</sup> the Society Islands —

noon & stated to him my difficulty in regard to fire wood, when he kindly proffered wood from his own land if I would, but take the trouble to cut it. I of course availed myself of his kind offer — Mr Busby is residing here as English Consul & has purchased a large tract of Land on which he has erected a neat little Cottage immediately fronting the entrance to the Bay, so that his house, standing as it does, considerably elevated, is the first thing seen ascending the habitation of man, on entering this Port.

Friday 26<sup>th</sup> Sept. 1834.

At 8 AM. hours I got in my boats & at 9 AM. got under way with the Wind at S.W. Made one tack & fetched out clear of Point Rive River, when I bore up to N.N.E. — At noon had Cape Bren, or Brett. S.E. 2<sup>d</sup> of Longue. — This is a very remarkable Cap of Land & forms the West<sup>ern</sup> entrance to the Bay — The pencil sketch below represents it bearing S.E. 2<sup>d</sup> of Longue. — Had a good breeze at noon from Southward — Fin weather — Steering East —



Saturday 27<sup>th</sup> Sept 1834.

Fresh breeze & good weather. Under all sail steering East. Wind continued in a fresh breeze from S.W. & S.W. till towards morning when it moderated, & at noon had it quite light — At 7.25 AM Long. by Distances with Sun & Moon. N.L. was 177.50 East.

Lat obs<sup>d</sup> 35.30  
Long. by Dist<sup>ances</sup> 178.15



Brig Mella from New Zealand  
Sunday Sept. 28<sup>th</sup> 1834.

Began with light baffling  
air from South. & fine weather. - Steering to the East.  
Evening Calm. - At midnight light air set in from  
West. & by noon we had a fine breeze to all sail  
Set from W. NW. to NW. - Steering East. - Variation  $4^{\circ} 1/2$   
At 8.30 Am. the Long by distance with Sun & moon.  
was  $17^{\circ} 11' 13''$  East. - Lat. obs.  $35^{\circ} 40'$  S  
ther. 65 - Long by Sun.  $179^{\circ} 32' E$

Monday Sept. 29<sup>th</sup>

Had a brisk Gale from the NW  
& good weather until towards the latter part of the day  
when the wind inclined to the SE & weather cloudy -  
Steering East - under all sail - Saw many pieces  
of kelp & patches of rock weed - No obs. for Latitude  
Long by D.R.  $182^{\circ} 42' E$   
Lat. by D.R.  $36^{\circ} 43' S$

Tuesday 30<sup>th</sup>

4 days from Bay of St. Paul

Began with light air from W. NW  
but before night a breeze sprang up from the S.E. when  
it continued through the night with cloudy weather  
& some light rain showers. - Saw many indications of  
being in the neighbourhood of Land. Such as kelp, rock  
weed, & some other object of considerable size, but too far  
from us to see what it was. Water also, discoloured

Employ. overhauling & repairing the old fore course &c  
ther. 68. Weather clear & calm. - Lat. obs.  $35^{\circ} 19' S$   
Long D.R.  $184^{\circ} 05' E$

Wednesday Oct. 1<sup>st</sup> 3 days out.

Had the wind in  
the East again this morn. Moderate, & for the most part  
pleasant. - Steered to South. - passed rock weed -  
Lat. obs.  $36^{\circ} 25'$   
Long D.R.  $184^{\circ} 30'$



Towards the Society Islands.  
Thursday Oct<sup>r</sup> 2<sup>d</sup>. 1834 - 6 days from Newland

Had a pleasant gale from N.E. quarter till towards latter part when it came in at N. by E. with squalls - tho not hard - set fore top M<sup>t</sup> Steering Sail - Ends cloudy with an occasional glimpse of the Sun which enabled us to get a Mer. Altitude. Caught 2 Large Albatross with hook & Line measuring about 10 feet from wing to wing - paper lay patches of rock covered again today.

Lat Obs.  $37^{\circ} 48'$  8th.  
Ther. 58 - - - - - Long. D.R.  $186^{\circ} 27'$  East.

Friday Oct<sup>r</sup> 3<sup>d</sup>. 7 days out.

Had fresh gale from North<sup>w</sup> at times 24 hours. Weather clear and cloudy alternately - Steering East - during the night top Gall<sup>s</sup> Sails furled & reef in top sail. Latter part all sail set -

Ther. 60 - - - - - Lat. Obs.  $38^{\circ} 45'$   
Long. D.R.  $190^{\circ} 46'$

Saturday Oct<sup>r</sup> 4<sup>th</sup>. 8 days

Wind still at North. where it continued till towards the latter part of the day when it hauled to N.N.E. with rain in the squalls. - Steering by the compass to E. N. E. & back.

Ther. 58 - - - - - Lat. Obs.  $38^{\circ} 58'$  8th.  
Long. D.R.  $193^{\circ} 33'$  E.

Sunday 5<sup>th</sup> 9 days.

Had strong Gale from North<sup>w</sup> cloudy & rain till morning when wind came out at N.W. by W. & gradually cleared - At noon Wind at N.N.W. cloudy - Lay too under close reef main top sail through the night - blowing heavy.

Ther. 59 - - - - - Lat. Obs.  $39^{\circ} 29'$   
Long. D.R.  $195^{\circ} 16'$  E.



Brig Malta from New Zealand  
Monday 6. Octob<sup>r</sup> 1834. 10 days from NZeland

At 3 P.M. wind shifted suddenly from the North. to West & before 8 O.K. blew a gale. - Short Sail & Steer to the N.E. & N.N.E. throughout. Wind at S.S.W. on latter part of the day. Moderate. all sail set. - light sea - squally with light rain -  
Variation 14<sup>th</sup> Lat. Obs. 37. 18  
Ther. 58. Long. D.R. 198. 00

Tuesday 7<sup>th</sup> 11 Days.

Had steady fresh breeze from S.S.W. to S.S.E. all this day - some light rain squalls on the first part - latter part clear At 11 O.K. Am. Long. by Distances 200. 00 East. or 159. 58 West  
Lat. Obs. 34. 32 S  
Ther. 59 - Long. by L. 200. 4 E

Wednesday 8. 12 days.

Had brisk Sails between the S.S.E. & E.S.E. - baffling - Steering to N.E. by S. & N.N.E. under all sail. - Two Porpoises were caught on the fore part of the day. Weather cloudy  
Variation 10 Lat. Obs. 32. 04  
Ther. 60 - Long. D.R. 202. 01

Thursday 9<sup>th</sup> 13 Days.

A continuation of brisk gales between E.N.E. & E by S. Cloudy weather. Steering by the wind to N. East. - all sail  
Ther. 65. Lat. Obs. 30. 00  
Long. D.R. 202. 58



towards the Society Islands -

Friday 10<sup>th</sup> Octob<sup>r</sup> 14 days.

Winds unsteady from the East<sup>n</sup> quarter. Moderate breezes - Steering full S by N<sup>o</sup> & making as much easting as the wind will allow. Weather cloudy -  
Ther. 88. - - - - - Lat Obs<sup>d</sup> 27° 45' S.  
Long. D.R. 203° 20' E.

Saturday 11<sup>th</sup> 15 days.

Had fresh breezes from East. say from E by N. a short time afterwards from the E by S. to E. S. E. with a short head sea. Cloudy weather & some light squalls on the latter part. Steering under all sail to S. E.  
Ther. 70 - - - - - Lat. Obs<sup>d</sup> 25° 52' S.  
Long. D.R. 204° 10' E.

Sunday 12<sup>th</sup> 16 days.

Fresh breezes between the E<sup>t</sup> & E. N. E. all this day - Weather cloudy with some light rain showers - Steering to North & East.  
Ther. 75 - - - - - Lat. Obs<sup>d</sup> 23° 56' S.  
Long. D.R. 205° 26' E.

Monday 13<sup>th</sup> 17 days.

Fresh Gale from E by S to S by E. Weather squally - Sp. S. sails full through the night - towards noon partially clear.  
Ther. 75 - - - - - Lat. Obs<sup>d</sup> 21° 52' S.  
Long. D.R. 206° 53' E.

Tuesday 14. 18 days.

Throughout this day fresh gales from E by S. till towards noon, when it was at East. Weather cloudy. Sp. S. sails full part of the night -  
Variation per Amp. 6 East - - - - - Lat. Obs<sup>d</sup> 19° 47' S.  
Long. D.R. 208° 14' E.



Brig Malta at Othete (Society Islands)

Wednesday 15<sup>th</sup> Octob<sup>r</sup> 1834

Began with  
partially clear weather & fresh breeze from E by S.  
Steering under all sail to N. N. E. At 6<sup>15</sup> P.m.  
got distances with moon & Planet Venus, which gave  
the Longitude 150° 29' West or 209° 31' East. - Steered  
to N by N with yards braced sharp, & brisk gales through  
the night from E by S with hard rain squalls towards  
morning - At 6 A.m. saw Othete from N. N. W  
to E. N. E. - Nearest land 5 Leagues - Steered in  
to N. N. E. & N. E. for a harbour on the South side  
of the Island, which was represented to me by Mr.  
Williams & Mr. Elliot my 2<sup>d</sup> officer as being a place  
likely to afford a considerable quantity of oil. & as Mr.  
Elliot was in this harbour only a short time since in  
the Ship Augustus, he with full confidence volun-  
tered his services as pilot - I accordingly stood in till  
the breeze died away almost to a calm. Mr Elliot aloft  
with the line of Coast in plain view, defended through-  
out its whole extent with a reef over which the sea  
was now foaming in a frightful manner - Notwith-  
standing Mr Elliot saw the opening through the reef  
which was to lead us to a safe harbour, yet it had  
such an appalling aspect to me that I once under-  
voured to get the Brig round on the other tack  
to stand out again, but it now was too late, and  
as she refused to come round I was now obliged to go  
in, & it was not many minutes before we were in  
a deep channel between the breakers, no bottom within  
20 fath<sup>s</sup> line, & now quite Calm - Some canoes  
came off at this time, & with the most anxious regard  
for my safety told me to go out again but the thing was  
now quite impossible as I had not room to turn the Ship  
round - Having reached within a biscuit's throw of the  
reef which now confronted us ahead I let go the an-  
chor in 14 fath<sup>s</sup> water, & by a large canoe that was



# Alakate.

at this time under the keels, ran a Rigger & hawser up a little arm to the West. & hauled her into safety, for the moment. I was shortly visited by People from the Shore who expressed great surprise at seeing me in there, as no vessel had ever attempted it till now - representing the place as exposed to a high roiling sea with wind from the South. & at some particular times breaking all over the little basin where I now lay - I wrote to Capt. S. P. Henry who was residing on this side of the Is. & requested his assistance to get me out of this place in the morning with the land wind - Capt. Henry, with great alacrity, arrived along side about midnight, & was quite astonished to find the Vessel where she was, but thought with a good breeze off shore, & two boats ahead we might get safe out again - He then went to the nearest shore & remained there through the night -

Thursday 16<sup>th</sup> At 4 Am. called all hands, hoisted short & soon had the pleasure of seeing a light breeze coming from the Shore - Capt. Henry was now on board with two boats crews & we hoisted up the anchor & got under way from the Kedges which I had previously planted on the reef. Slipping the hawser & leaving them behind - with all sail spread to a light breeze from shore & two boats ahead we fortunately got safe out by 9 Am. when we took a light breeze from the South. & again steamed in through another opening in the breakers not more than two miles from where we had just come out, and in 20 minutes found ourselves in one of the finest harbours in the world - Made sail & made dispositions for trade with the Nations who have on hand considerable Oil - Engaged Mr. Peter Rice as Linguist for the Vessel at this Is. & Emu -

Friday 17<sup>th</sup> - We landed a quantity of oil casks, & saw some trade on Shore & bought in the course of the day 2 Casks of Cocoe Oil.



# Brig Malta at Otaheite.

We also bought a great quantity of fowls, paying for one tree to two cotton bolls (thread) according to size. or one pair iron Scissors - Fruit also in abundance & cheap - I bought enough with three bars of brown soap cut in small pieces to last the Ship's company for ten days - Bought today one good size Hog for which had to pay 10 yds Calico -

Saturday 18<sup>th</sup>

Had fine weather all this day. At 6 a.m. weighed the anchors & hauled the Brig within half a hours length of the shore, as I am expecting considerable oil from the people of Tiera-booa district - Shipped two Casks of oil - bought some fowls & Pigs - The Gov<sup>r</sup> & his lady dined & took tea on board - Bought only half a Cask of oil today -

Sunday 19<sup>th</sup> Octob<sup>r</sup>

Pleasant weather throughout. Fresh breezes from South. till night when it came Calm - All business suspended this day - remained on board & kept Ship -

Monday 20<sup>th</sup>

Fine weather - Filled 2 Casks of oil for Muskets, powder &c - A small Schooner passed the Is<sup>le</sup> steering to West - supposed to belong to one of the Missionaries

Tuesday 21<sup>st</sup>

Pleasant weather - fresh breezes - Rec<sup>d</sup> a visit from Mr. Clapp. Capt. Henry.

Had occasion to punish the Cook for Mutinous conduct & neglect of duty - Bought about 2 Casks of oil for Muskets &c.



# Otaheite

Wednesday 22 October 1834.

Moderate winds from Westward.

Bought about two Casks of Cocoa nut oil. <sup>As Supply. & wanted</sup>

Thursday 23.

At 3 O'Clock in the morning I hauled the Riggs bows on the beach, to endeavour to mend some ~~some~~ copper broken & gone from Larboard side, but I discovered that it would require much more copper than I had on board, & also, that without discharging some of the cargo I would be impossible to come at it. I was therefore much to my regret obliged to relinquish it to some other time & place - bought a small quantity of oil

Friday 24.

Got off the beach at 2.30 A.M. & got under way at 8 A.M. for Mils Bay - Calm - Towed & warped till 3 O'Clock P.M. before we reached our Port - Passing many narrow & intricate channels, but all marked out by the coral reefs so distinctly that one can never go wrong with a good look out ahead unless the Sun should be ahead or in your face in which case they are not visible till you strike them.

Saturday 25.

<sup>Employ<sup>d</sup></sup> Carving Brig to Paint her bows & bottom above the Copper - Bought near two casks of oil -

Sunday 26<sup>th</sup> A very still day, as it should be - no natives allowed to come on board - The Missionaries are very strict with the Natives, not allowing them to make a fire on the Sabbath, to do the least cooking whatever - all their food for Sunday must be prepared on Saturday, or fast -



# Brig Malla. at Otahite.

Monday 27. Octob<sup>r</sup> 1834.

"We sold two or three muskets for oil today & a little cloth, but I discovered that we had got nearly all they had to dispose of & therefore made up my mind to leave tomorrow - At 5 P.M. Went in the boat to pay Capt Henry a short visit, residing about 2 miles from our anchorage - He is a son of The Rev. Mr. Henry, one of the first Missionaries that came to this Is<sup>l</sup>. & was born at Point Venus. Capt Henry married a Lady from Port Jackson, and has seven children - He cultivates the sugar cane & makes annually about 20 tons of excellent sugar. I staid till 7 O.K. & partook bountifully of his kindness from a well spread table. I bought of him 250 lbs sugar at 4 cts lb & returned on board the Brig. Capt. H. who has shown me many marks of kindness, has volunteered to take me out to sea in the morning."

Tuesday 28<sup>th</sup>

At daylight got all ready - took up the anchor & lay with a hawser fast to a tree on shore until Capt Henry came on board, a few minutes after sunrise, when we cast off with a light breeze from land & with two boats ahead steer<sup>d</sup> for the Papaya - By 7 O.K. we were clear of the Reefs & Capt. H. took leave. Took up our boats & steer<sup>d</sup> on a wind to the South. to work round the East point of the Is<sup>l</sup>. - Had wind very light all day.

Wednesday 29<sup>th</sup>. We doubled round the East point of the Is<sup>l</sup>. about midday - Steer<sup>d</sup> to N.W. till 6 P.M. when Point Venus bore W. N.W. & Lee. Haul<sup>d</sup> to the North on a wind & stood on our tracks through the night - Since leaving the coast side of the Is<sup>l</sup> - we have had the wind very light from a S.W. E by N to E. N.E. with a current setting to the Eastward.



From Otaheite to Limeo.

Thursday 30.<sup>th</sup> 1834. & Friday 31.<sup>st</sup>

After Midnight the wind fresh-  
& at daylight I found we had gained about 10 miles to  
Windward - bore up & made all sail for Point Venus  
which is a long low point cov<sup>d</sup> with Cocoa Nut Trees - &  
coming from the S.E. and getting well up with the  
Point, another long point will be discovered also cov<sup>d</sup>  
with trees but having one tree very diff<sup>t</sup> from the others  
being high & consequently seen before the others and having  
every appearance of a vessel standing to the West with  
steering sails set. - The Town or rather the harbour is about  
7 miles from Point Venus - After passing Pt. V. it fell calm  
& I sent the Whale Boat in charge of Mr. Williams  
with some Articles of Cargo that I had previously  
told to a Capt. Scott. at Botakite. I then bore up for  
Pt. Limeo with a good breeze but it soon left us  
& we had it baffling till noon when a brisk breeze  
set in from East. At 1 P.M. pass<sup>d</sup> the North point of the  
Is<sup>ld</sup> & steer<sup>d</sup> along shore close to the reef looking out  
for the opening which I saw at 2 P.M. but as we  
drew down towards it, it suddenly came almost  
calm & it was in danger of being carried on among  
the breakers but a flow of wind from the land en-  
abled us to throw all aback & by this means we  
backed her out of present danger - In a few  
minutes after this the Pilot came on board and a  
brisk breeze set in from West. Made a tack  
& stood in for the Papaya or entrance to the harbour  
which is very narrow & should never be attempted  
except with a steady fair wind - The wind left  
us in a very dangerous situation just without the en-  
trance, with a long reef of Coral close under our  
bow which the sea was breaking furiously & the Brig  
driving with the swell directly among them. We  
got two boats ahead & kept her up along the reef  
for about an hour when a light air again from Shore  
put us a second time out of danger -



Brig. Malta at Emu-  
Saturday 31<sup>st</sup> Oct<sup>r</sup> 1834.

At daylight we discovered that  
a westerly Set had put us considerably to leeward  
but having a brisk breeze from East. by 9 A.M. Am  
we found ourselves off the mouth of the harbour -  
The pilot soon came off & we bore up & ran in with  
a moderate steady breeze & anchored in 10 faths.  
on the West Side of the Cove, & made fast, or rather  
moored, with a hawser to a Tree - near a run  
of fresh water - In this position we find ourselves  
in surrounded, almost, with Mountains, protruding  
their lofty summits into the, or rather far above the  
clouds, with some of the most remarkable Peaks  
I have ever seen - At the head of the Cove is  
formed one of the most beautiful Valleys that  
could well be conceived; covering an area of  
many miles - remained on board this day  
& prepared to commence trade on Monday.

Sunday 2<sup>d</sup> -

Did not go on shore today. Had  
a very still & pleasant day on board - Arrived  
a small vessel from Tahiti, owned by Mr. Scott  
who goes to the Leeward Is<sup>ds</sup> to buy oil - he has  
agreed to let me have all the oil he may lay  
in 3 weeks from this date at Pootabola - He  
sail<sup>d</sup> in the afternoon for Sir Chas. Saunders Is<sup>d</sup> -

Monday 3<sup>d</sup> -

Went up to the town with  
two boats, about 3 miles from where we lay at  
anchor, & carried oil casks & traded -  
By night we fill<sup>d</sup> near 4 Casks of oil -

Tuesday 4<sup>th</sup>. Much of the oil has to come  
from the opposite side of the Is<sup>d</sup>. & we consequently  
did not fill but about 2 Casks today -



## Leave Cimero.

Wednesday 5<sup>th</sup> Nov<sup>r</sup> 1834.

Had considerable rain today, in fact we have had rain more or less every day since we have been here - Got very little oil. not much more than half a Cask - expect some tomorrow from the opposite side of the Ist<sup>d</sup>. payed the quarter Deck with varnish, & cut a quantity of wood - took on board about 1 Ton of Stone ballast -

Thursday 6. Nov<sup>r</sup>

Left the Vessel early this morning with two Boats & Trade for the Village - when we found a quantity of oil - filled by 3 P.M. about 2 Casks, with which, & two other Casks already full we returned on board, as the natives told us candidly & truly that they had no more - Got on board about 4 P.M. & laid in the oil & Lard. Stowed the hold & unmoored Ship, ready for sea in the morning - Weather pleasant.

Friday 7. Nov<sup>r</sup>

At 5 Am. the Pilot came on board when we got under weigh & stood out the Harbour with a light breeze out of the Bay - At 7 A.M. we had cleared the reefs, & the Pilot left us - At this time we took the regular wind from the Eastward & stretched off to the North - Made seven Tacks during the day, & at 4.30 P.M. found myself off Bobwhite harbour on N.W. side of Oterheita. A Pilot soon made his appearance & we entered one of the finest Harbours in the world, completely sheltered from the prevailing winds & smooth as a mirror. This Harbour is so well pointed out by the reefs, all of which show themselves distinctly by daylight, that a stranger may enter without a Pilot with perfect safety by keeping the weather shore light on board. I found here at anchor the Whale Ship Brighton Capt. Tuckerman, bound direct to the U. States.



Brig Malta, St Otaheite.

Saturday 8<sup>th</sup> Nov. 1834.

We had a very stormy night last past. Lightning. Thunder & constant hard rain & wind fresh from the Westward - About 10 O'Clock the rain ceased, & I went on shore & called on Mr. Pritchard who has a small lot of oil for sale - Gave Mr. Williams leave to go on board the Brighton for the U States in consequence of his refusing to comply with my orders, agreeable to written contracts - I notice that the North Point of Emis bears from this anchorage  $W\frac{1}{2}N$  by compass - I have a quantity of Pearl offered me this morning some of them of good size & valuable, but the lot generally very inferior - Pearl Shell offered me also by the Queen who has a small vessel here loaded with it from the Pearl Is<sup>ds</sup> - I think it might have been bought for about 35 dollars, or 40 dollars for Ton -

Sunday 9<sup>th</sup> Employed all day writing, to send by the Brighton, Capt Tuckerman who sails tomorrow -

Monday 10<sup>th</sup> Got some Casks on shore & bought about 100 Gall<sup>s</sup> Oil but my prints coming short the natives declined selling - Made a contract with Mr. Pritchard for about 1/2 Ton of the Society's Oil - sold some boards about 100 feet to Mr. Smith & 4 ft. feet - The Wind came in heavy about 3 P.M. from West with hard rain - Brig went adrift and before we could bring her up she struck on the beach - In soon moderated and we hoisted off again without the smallest injury - It is said every one here that it has not blown so hard here these 10 years past - The latter part of the day the weather was dark & squally with much rain -



Leave

# Alakeete.

Tuesday 11<sup>th</sup> Employed breaking out & restoring the  
Cargo - discharged James Bryan at his own request -  
Jack Keating an Englishman whom I shipped at Sydney  
saying being guilty of very malicious conduct yesterday this  
morning, fearing the consequences of his conduct, deserted  
the Brig & flew to shore - Recd. of Mr. Smith  
4 Bags of Amos Root - 3 do Sugar - about 2 lbs Tobacco  
Shore - delivered at his landing 53 New Zealand Beards.

Saturday 15<sup>th</sup> Having completed all my business here,  
coopered my oil & restored it &c. I was once more at liberty  
to leave this detestable place - Yesterday I found myself under  
the necessity of punishing Chas. Foley one of my original Crew who  
was detected ~~last~~ <sup>the</sup> night <sup>previous</sup> with a number of handsp in his possession on  
shore belonging to one of his shipmates - He has been guilty of several  
acts of open mutiny since belonging to the vessel & I could not  
without becoming a partner in his guilt, overlook his delinquencies any longer.  
After receiving his punishment he requested that he might be discharging  
which was accordingly given leave. At 6 AM got under way with  
a Pilot on board & at 7.30 AM was outside the reef & steering away  
for Mt. P. of Ennis - The Ship Brighton, Capt. Tuckerman  
sailed on the 11<sup>th</sup> for U. States - I sent letters to Messrs. C. & L. G. - Mrs  
Newell - Mother Newell & David Jones

Sunday 16<sup>th</sup> Nov<sup>r</sup> 1834.

We had light winds from the  
N.E. & N.W. until the evening when it came out at South &  
S.E. very light & squally with considerable rain - At 4 PM got  
sight of Mt. Huahine 12 or 15 Leagues N.W. by W. - I think a  
course N.W. by W from Tahiti would bring a vessel up with  
the North<sup>ern</sup> part of Huahine - Latter part had a brisk breeze  
from the North<sup>ern</sup> - at 9 AM. tack. to the N.E. & at noon again  
tackled for the S. bearing from N.W. by N. to N.W.



Brig Malta at Huurine.  
Monday 17<sup>th</sup> Nov. 1834.

Began with light winds from the N.W. - Made several Tacks towards the land - In the evening the wind changed to the S.W. with light squalls & rain - before midnight it was nearly Calm again - Middle weather light breezes from N.W. - Morning light air again from South - Steer for the North bluff of Huurine to pass within 3 or 4 miles - Had very light air till noon -

At 1 P.M. took the breeze from S.W. braced sharp & stood over towards Ulietea or Riata & Lacked in at 3 P.M. At 4 P.M. took a Pilot, made one tack & reached up to the entrance when the wind headed as after we had got nearly through - Made several short Tacks & at 7 P.M. anchored in the good harbour of Huurine in 14 fath<sup>s</sup> water & moored to a Coco nut Tree on the beach -

Tuesday 18. Nov. In the morning early, got the oil casks on shore & trade - It soon came to rain very hard & I took shelter under a boat house, which I established as my head quarters - Called on the English Missionary Mr. Fath. & spent a very pleasant hour - During the day I bought about 500 Gall<sup>s</sup> of oil for Kam, Cloth & Muskets - Got 7 measures of 7 Gallons ea. for a musket whereas I only got 6 measures of 5 p Gallons ea at Tahiti - Got my oil on board the Brig at Night -

Wednesday 19<sup>th</sup> filled about 250 Gall<sup>s</sup> Oil, which was all the natives had to dispose of - bought also 200 lb. a. root of the Queen - Got my oil on board the Ship at Night and made arrangements for sending my boats on the S.W. side of the Is. tomorrow, when I am told they have a quantity of oil - fresh Trades from S.E. & squally with rain.



Leave Haidahine.

Thursday 20<sup>th</sup> Nov.

Began with squalls of rain & fresh breezes from S.E. - At 9 AM sent the Whaler Boat & Launch on the S.W. side of the Is. in charge of Mr. Newell with 5 Natives - & Long Bill as linguist for oil - Got a little trade on shore in the morning & bought in the course of the forenoon 1 p Bbl oil -

Friday 21.

Had weather more moderate to day & pleasant. Bought about 30 Gall oil - Paid the decks with rum &c. At 9 PM. the Launch returned with 2 p Casks of oil. Would have bought more but for want of trade -

Saturday 22. Fine weather throughout this day. I went on shore in the morning & bought of Mr. Baiff (Missionary) 1 ton of oil Casks - Got on board & Launch load of hard fire wood - Put in the Launch & got all ready for sailing tomorrow - The Queen of this Is. and the Queen of Rastoe (who is now here on a visit) honor<sup>d</sup> me with their company to dinner on board the Brig. this day -

Sunday 23<sup>rd</sup>. At 6 AM. hoist shot & made sail and at 6.30 took our anchor - At 7 the Pilot left us & I steer. Wby, I go for the harbour of Rastoe, or Uliatou. being half way across there may be seen a conical hill rising from the high land on the North<sup>W</sup> part of the Is. which steer for and you will fetch in near the Village. The entrance may be known by two small Islands between which you pass. Keeping the right land shore best on board - when inside steer up & anchor near the Village in from 10 to 14 fath<sup>s</sup>. - I anchored in the latter depth in 14 fath<sup>s</sup> sand & clay bottom - The Natives report a large quantity of oil here & at the neighbouring Is. of Laha, but they have so little regard for the truth that no dependence can be placed in their assertions - There is no Missionary here now. Mr. Williams being absent on a visit to some of the other Is.



Brig *Albatross*, at Ulicia Is<sup>d</sup>  
Monday 24. Nov. 1834.

Before sunrise our  
Decks were crowded with the inhabitants from  
shore with shells & fruit for sale - our work was  
so much impeded by their numbers that I was obliged  
to order them all on shore at 9 A.M. when I also  
repaired myself with Trade & Casks for Oil.  
I soon discovered that the principal wants of the natives  
were powder & as I had but one keg I did not get much  
oil - I was besides much pestered by the King of  
this Is<sup>d</sup>. who, in plain English is a drunken Vagabond  
who insisted on <sup>going on</sup> board of the Brig & I refused to  
take him in my Boat but he found his way on  
board in a boat of his own about sundown and I  
was pestered with his presence till quite late  
& even then was obliged to shut myself in my state  
room to get clear of his majesty - I was so completely  
disgusted with the conduct of the natives  
generally, that I determined not to wait another  
day although I was told that there was a con-  
siderable quantity of oil still remaining behind.

Tuesday 25<sup>th</sup> Nov<sup>r</sup>

Got under way at 9 A.M.  
& ran down through the Channel (an intricate one)  
to / & passed out to sea on the West side of the  
Is<sup>d</sup>. & steered for Porapora. Dist. 7 or 8 Leagues.  
At Noon we were near the reef on the N.W. side  
of the Is<sup>d</sup>. - At 2 A.M. opened the passage to the har-  
bour when we took a pilot & worked up against  
the ebb tide till 6 P.M. before we reached the an-  
chorage in 25 fath - Water.

Wednesday 26<sup>th</sup> Nov<sup>r</sup>

I was driven to a disappoint-  
ment at this Island as well as at Rietan in  
consequence of not having powder & muskets.



Malta, at Island Batakota.

The Natives have a large quantity <sup>of oil</sup> on hand but are obstinately bent on holding for Powder & Muskets — I despatched my boat with Trade & oil casks in the hopes of getting some oil at the Cooki House side of the Is<sup>le</sup>.

Thursday 27. The Boat returned with only 1<sup>st</sup> Bbl of oil as the Natives all wanted powder. I sold my Whale Boat to the Pilot for 20 measures fair, amounting to about 140 Gallons. Sent some Natives on shore for wood — Employ<sup>d</sup> filling up our empty water Casks & —

Friday 28. I bought of a Mr. Scott owner of a small Schoon under the Tahitian flag about 900 Gallons of oil & took it on board by hoisting it from his vessels hold as she lay alongside of us. — Paid him in Rum & Gin —

Saturday 29<sup>th</sup>. Completed my stock of wood and water bought a few dry hides of Mr. Platt, the Missionary. — at 10 A.M. got under way with a fresh gale from the N.E. blowing in very heavy flumes over the high mountains. At 11 A.M. discharged the Pilot & made all sail to the W.S.W. —

Sunday 30<sup>th</sup> <sup>stay out</sup> Had a steady breeze from N.E. by E all this day & hazy weather. Steering under all sail to S.W. by S. — At 5 P.M. Maura Lt. bore N.E. by E. compass 10 Leagues dist —

Lat. obs. 18° 15' N.  
Long. D. R. 154° 15' W.



Brig Malla At Island Mangeru  
Monday 1<sup>st</sup> Dec. 1834.

(Moderate winds from E.N.E. to  
E.S.E. & hazy weather. Steering to the S.W. under  
all sail

Lat.  $20^{\circ} 5'$  S

Long.  $155^{\circ} 15'$  W

Tuesday 2<sup>d</sup> Dec.

Had light breeze from  
N.E. all this day & hazy weather - steering  
under all sail to the S.W. by S.

Lat.  $21^{\circ} 30'$  S

Long.  $156^{\circ} 30'$  W

Wednesday 3<sup>d</sup> Dec.

Steer. to S.W. by S. till

6 P.M. when judging myself up with the Lat.  
of Mangua, I kept off West by South & continued  
on that course until 3.30 A.M. when I deemed it  
prudent to heave to for daylight - At daylight  
the Island was in plain sight about 4 Leagues bearing  
 $W\frac{1}{2}N$  - bore up & made sail for the North  
Point with light winds from N.E. - At 8 A.M.  
hove to on the West side the Is. With the Town  
in sight & were soon visited by many of the  
inhabitants among whom were three of the Native  
teachers placed here by the London Missionary Society.

They brought us off for butter, cloth of the country. Some adorned  
with handkerchiefs curiously wrought, but no hogs - finding it  
was necessary to go on shore to buy hogs I dispatched Mr.  
Newell with a little unbleached & bleached shirtings  
in one of the Teachers Canoes - I lay off & on with  
the Brig till about Noon before Mr. Newell returned.  
Having bought 13 fine hogs for from 3 $\frac{1}{2}$  to 4 yds shirting  
each - & the mean time we bought on board the  
Vessel such curiosities as the natives offered - There  
is no good anchorage here, or else it would be a desirable  
place for Vessels to stop at & refresh. for the Natives are  
very kind & civil, & perfectly honest - a virtue so rare.



From Mangea Towards N. S. Wales.

among the Society Islands that when met with, due credit should be given for it. - Then came on board with Mr. Kinnel an American, by name Henry - who has been some time among the Islands. - By him I learnt that the Ship Black Warrior touched here three weeks ago bound for Tahiti having fallen to Leeward. - This Ship sailed the day after my from Sydney for the Islands, & has probably long since arrived there. - A. S. D.

Thursday 4<sup>th</sup> Dec.

At 3 P.M. the natives having brought off all the hogs purchased, but two, which they said the Canoe would not safely carry I did not care to lose another hour for a matter so trifling I therefore stood in as close as I could with safety & the natives who till this time had crowded the Decks fore & aft, took to their Canoes, carrying with them our best wishes for their future welfare. - The contrast between the inhabitants of this solitary Is. & those of the Cluster farther East - is such as must make a deep impression on every thinking mind - & should one be disposed to draw inferences or conclusions, they would probably not be very favourable to the agents of the London Missionary Society. - Made all sail & steered to West till 9 P.M. when I steered S.W. through the night to clear the Roxbury Is. - Wind at North & N.N.W. on the latter part of day. Lat obs. 22.00 Long D.R. 160.10<sup>W</sup>

Friday 5.

Began with cloudy weather & moderate breezes from West. - At 5 P.M. wind shifted to South. Sailed to West & set steering sails - first gale & squally throughout. Steering West. - Wind S.E. by E. Lat obs. 21.47 Long D.R. 163.00



Brig Mella. from Manguea  
Saturday 6<sup>th</sup> Dec. 1834.

Had a fresh gale  
the E.S.E. all this day. under all sail, Steering to  
West. Made a Distance of 202 miles - Variation 8.30 E.  
Ther. 80 ————— Lat. Obs. 21.15 S  
Long. D.R. 166.36 W

Sunday 7<sup>th</sup>

Had a steady fresh breeze from the  
East & cloudy weather throughout this day, Steering to the W by  
S. South. most of the time - Made a new lower steering  
sail yesterday & set it today ————— Lat. Obs. 21.34  
Ther. 81 ————— Long. D.R. 169.41 W

Monday 8<sup>th</sup>

Brisk trade winds from East &  
cloudy the most of the day. Latter part clear - Steering  
under all sail to W by S ————— Lat. Obs. 21.50 S  
Ther. 81 ————— Long. D.R. 172.50 W

Tuesday 9<sup>th</sup>

10 days out. Had steady brisk trades  
all this day from E.S.E. with pleasant weather.  
Steer. through the night S.W. by W. to pass to the South  
of Pylstaart Is. - At 8 Rept. W by S again ————— Lat. Obs. 22.28 S  
Long. D.R. 176.01 W

Wednesday 10<sup>th</sup> 11 Days.

Brisk Gale from E.S.E.  
throughout this day - flying clouds & fine weather Steering  
W by S. At 4 P.M. the Long. by Dist. Obs. was 173.40 W  
which if correct we have been currented near 200 miles since  
leaving Manguea to the East. That there has been a  
strong northerly set we have had daily proof by our  
Magnetic Obs.  
————— Lat. Obs. 22.31 S  
Long. D.R. 179.9 W  
Long. Lun. 176.17 "



Towards Sydney N. I. Wales.

Tuesday 11<sup>th</sup> Dec. 12 days out.

Had a continuation of pleasant trades & good weather. Steer. W. S. W. till 6 P.M. & S.W. the rest of the day. - At 5 P.M. the Mean Long- by Distances on each side the Moon was  $179^{\circ} 20'$  East. In the work of yesterday there was undoubtedly some error to have caused the great difference between the D.R. & Lun.  
Variation  $\frac{3}{4}$  E. Lat. Obs.  $23^{\circ} 48' S$   
Ther. 80. Long from Lun.  $177^{\circ} 01' E$  Long D.R.  $177^{\circ} 39'$  East.

Friday 12<sup>th</sup> 13 days

Brisk trades & fine weather all this day. Employ. repairs & shorting Main & Sail. At 7 P.M. Long by Distances with Jupiter, East. was  $177^{\circ} 00'$  East. - Latter part wind inclin. more southerly - being about S.E. - Steering S.W. by S. Ther. 77 Lat. Obs.  $25^{\circ} 34' S$   
Long from Lun.  $175^{\circ} 20' E$  Long D.R.  $175^{\circ} 14' E$

Saturday 13<sup>th</sup> 14 days.

Moderate trades inclining more to the southward - Steering Sails in - Close hauls & fine S.E. - clear weather throughout. Long by Distances on each side the Moon at 7.30 P.M. was  $173^{\circ} 41'$  East - Ther. 75 Lat. Obs.  $26^{\circ} 49' S$   
Long D.R.  $172^{\circ} 58' E$   
Long from Lun.  $17^{\circ} 2' 18''$

Sunday 14<sup>th</sup> 15 days.

Light winds from S.E. to South. all this day. with good weather - Partly clear - Steering "free by" Ther. 77 Lat. Obs.  $27^{\circ} 00' S$   
Long D.R.  $171^{\circ} 12'$  East  
Ditto Lun.  $170^{\circ} 32'$   
Norfolk Island, bearing at noon this day  $S 5^{\circ} W$   
152 miles distant.



Malta, from Mangrove  
Monday 15<sup>th</sup> Dec. 1834 - 16 Days.

We had a continuation of Moderate breezes the nine then we had yesterday & more to the East - being about E.S.E. from 6 AM to the end of the day with fine weather. Steering S.W. by S & S.W. - Saw a Gannet, & many other birds that indicated the vicinity of Land - The Variation indicated by a good Amplitude at Sun setting was 10° East - Variation for Amp. 10° East. Lat Obs. 28.22 S  
Ther 78.34 - Long. DR. 169.44 E  
Long. Lun. 169.24 E

Tuesday 16<sup>th</sup> 17 days.

Light breezes between the E.S.E & S.E. attended with fine weather. Employed painting ship outside - Steering to S.W. under all sail - At 8 PM Long. by distances with Dr. & Son about, was 168.25 East. At 11.30 PM. Saw Norfolk Island bearing W.S.W. - At 4 AM having sailed to the East. of it, it bore West. Ther. S.W. by S. and at daylight found ourselves about 6 miles from its South. Shore - Saw a Brig under sail standing along West. Shore - This Is. is moderately high & may be seen 11 or 12 Leagues from the deck of a common sized vessel -

Ther 78 -

Lat Obs. 29.37 S  
Long for Dr. 168.39 E

Wednesday 17<sup>th</sup> - 18 Days -

Had a brisk gale from E.S.E. till towards midnight when it got into the East. & before morning it was at E.N.E. quite moderate & clear weather - Steering to S.W.

Ther 77 -

Lat Obs. 31.09 S  
Long. DR. 165.49 East.



Forwards Logbook N.S. Wales.

Thursday 18<sup>th</sup> Dec<sup>r</sup> 1834. 19 Days from Society Islands.

Had light winds from N.E. to North throughout this day - fine weather - all sail set Steering to the W. by N. - Lat. obs<sup>d</sup> 31<sup>st</sup> 40 S  
Ther 78 - Long. DR. 163. 43 East

Friday 19<sup>th</sup> 20 Days. Began with light air from N. N.E. which freshened in the evening & before morning had a brisk gale from N by E. with clear weather - Steering S by W by E. all day - Lat. obs<sup>d</sup> 32. 08 S  
Ther 77 - Long. DR. 160. 37 E

Saturday 20<sup>th</sup> 21 Days. Began with fresh gale from N. N.E. & heavy weather - at 6 P.M. wind abated & W. when aft a slight squall set landward & again to North, & N.E. by W. night when it again shifted suddenly to North - Before morning had a fresh gale from the S.W. & Squally - At 6 A.M. bore ship to West. Single reef top Sails. put top 9 Sails split the best Lib. & took in main sail - At Noon good weather & fresh gale. Lat. obs<sup>d</sup> 32. 36 S  
Ther 78 - Long. DR. 159. 01 E

Sunday 21. 22 days. Began with strong Gale from South & Squally, saw a ship in N.W. quarter head to East. - Evening more moderate - Steer. S.W. by W. - Middle watch about reef. wind N.E. & E. - Latter part all sail light breezes from East - Strong North by East current this day - Lat. 32. 52 S  
elling us 20 miles north of obs<sup>d</sup> - Long 156. 25 E



Brig Malla At Sydney N.S. Wales.

Monday 22. Dec. 1834 - 23 days from M<sup>th</sup>

Began moderate breeze from E.N.E  
& clear weather - At 4 o'clock ship, wind at N.E. Starved  
W. S.W. At 6 P.M. a brisk gale from N.N.E - At 10 P.M. in  
Rogals, & all. Steering & top G. sails - Strong S.W. Windy  
ref. top sails - At 9 A.M. wind came suddenly  
round by West to South & S.E. & blew heavy - close  
ref. top sails - in p.m. & m. sail - At Noon more shot.  
made a little sail wind at S.E. cloudy.  
At 8 A.M. Long. by Lunar was Lat. 34° 8'  
153° 50' East Long. D.R. 153° 37'

Tuesday 23. At half past midnight kept off  
West for Port Jackson & made all sail - At 4.15  
P.M. saw the Land & at 5 P.M. saw the Light house  
At 7.45 P.M. were between the heads & at 8 O'Clock  
took a pilot who brought us safe to anchor in Dar-  
ling harbour at 9.30 P.M. - Called on my Consignee  
at 9 A.M. & was pleased to find that wool was already  
purchased, & some of my Cargo packed ready for  
shipping - I am told the American Ship Henry  
Clay is at Hobart Town from Boston -  
Hauled the Brig alongside the Wharf and se-  
cured her -



1800. 11th Nov. 1800.

Wednesday 28th Nov. 1800.

After a long and tedious day, I have at last finished the MS. of the History of the County of Kent. It is now in the hands of the printer, and will be ready for the press in a few days. I have been very much assisted by the Rev. Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS.

Thursday 29th

After a long and tedious day, I have at last finished the MS. of the History of the County of Kent. It is now in the hands of the printer, and will be ready for the press in a few days. I have been very much assisted by the Rev. Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS.

Friday 30th

After a long and tedious day, I have at last finished the MS. of the History of the County of Kent. It is now in the hands of the printer, and will be ready for the press in a few days. I have been very much assisted by the Rev. Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS.

After a long and tedious day, I have at last finished the MS. of the History of the County of Kent. It is now in the hands of the printer, and will be ready for the press in a few days. I have been very much assisted by the Rev. Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS.

After a long and tedious day, I have at last finished the MS. of the History of the County of Kent. It is now in the hands of the printer, and will be ready for the press in a few days. I have been very much assisted by the Rev. Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS.

After a long and tedious day, I have at last finished the MS. of the History of the County of Kent. It is now in the hands of the printer, and will be ready for the press in a few days. I have been very much assisted by the Rev. Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS. I have also been assisted by Mr. [Name], who has been very kind to read and correct the MS.



# Brig Malta from Sydney

<sup>1<sup>st</sup></sup> Wednesday 28<sup>th</sup> Jan'y 1835.

After a succession of calms all operating against me & detaining me in Port, I at length got my affairs so farward that I was enabled to get the Brig into the Stream. — My Passengers also embarked & we found ourselves all ready for sea at 12 P.M. Mr. John Mallard, his Wife, Servant & Child take Passage with me to Boston —

<sup>2<sup>nd</sup></sup> Thursday 29<sup>th</sup>

At 6.30 A.M. got under way and stood down towards the Heads with light winds from West. — received the Customary Visit & at 10 O'Clock. discharged the Pilot & Star. to East. with a view of touching at New Zealand

<sup>3<sup>rd</sup></sup> Friday 30<sup>th</sup>

Began with light air from E.S.E. Steering to S.E. — Wind shifted suddenly to W. at 6 P.M. & at 8 it was at South. blowing fresh. Single reef the top Sails — Weather cloudy with sharp lightning in the East<sup>n</sup> quarter through the night — Ends cloudy — Wind at 9 P.M. — No Observation — Made a Distance of 145 miles — Eby N.

Lat. 33.20

Long. 154.30

Saturday 31<sup>st</sup>

Fresh gales all fresh part from S.E. to S.W. round by West in the morning with sharp lightning & heavy rain — Steering to Eby. S. when the Wind would allow — Had a very troublesome sea and all my passengers sea sick in consequence

Lat. 32.36

Long. 156.38



Towards the Bay of Islands. . New Zealand.

Sunday 1<sup>st</sup> Feb. 1835.

Began with cloudy weather & moderate breeze from S.W. which haul. to S.E. in the evening & continued there through the rest of the day. With clear weather. Made a course East a little North. Distance 140 miles —  
Lat. obs. 32.19. Sth.  
Long. D.R. 159.18 East.

Monday 2<sup>nd</sup> Feb.

Had clear weather & moderate winds from South to S.W. all this day. Steered to E by S. under all sails —  
Lat. 32.50 Sth.  
Long. D.R. 161.25 East.

Tuesday 3<sup>rd</sup> Feb.

Began with light breeze from South West & clear weather. Long. at 1.30 Pm was 160.35 East. — At 2 Pm. Spoke the Colonial English Brig Adelaide, <sup>whaler</sup> 28 days from Sydney with 50 bbls sperm oil — At 4 Pm. Light air set in from N.E. gradually increasing to a pleasant gale & hauling to the N.W. — Tacking five times from N.W. — Middle part wind got into the West & towards the latter part it came out at S.W. with squalls. — took in royals & steeved sails —  
Lat. obs. 33.49 Sth.  
Long. from Lat. 162.47 E

Wednesday 4<sup>th</sup> Feb.

Had a brisk gale the most of this day from the South West — some squalls in the course of the night with lightning & thunder — At noon cloudy. — Moderate wind at S.W. —  
Lat. obs. 34.36  
Long. D.R. 164.00



Brig Mulla from Sydney N.S.W.  
Thursday 5<sup>th</sup> Feb. 1835.

Had a pleas<sup>t</sup> gale from the South West & good weather till towards morning when wind got to E.S.E. - Latter part hard rain, with thunder & lightning - Wind light from West -  
No Obs<sup>n</sup>.  
Lat. D.R. 33. 41 S  
Long<sup>acc</sup> 167. 13 E

Friday 6<sup>th</sup>

Had the wind from the E.N.E. to N.E. all this day. At 2 AM. reef<sup>d</sup> the top Sails - from 4 to 9 AM had constant hard rain with light winds - Latter part fresh gale - Lacked to the North. at Noon - Weather partially clear -  
Lat. Obs. 35. 13 S  
Long<sup>D.R.</sup> 168. 31 E  
Ther. 75 -

Saturday 7<sup>th</sup>

Had a fresh breeze from E.N.E. and cloudy throughout this day. Steering to the North. under all sail - At 2 PM saw a strange sail (a brig) on lee beam - At Noon Lacked to the S.E.  
Lat. Obs<sup>n</sup> 33. 00  
Ther. 74 - Long<sup>D.R.</sup> 168. 30

Sunday 8<sup>th</sup>

The wind but a little more to the S.E. towards evening & at 8 we tack<sup>d</sup>. Ship to the N.E. with passing clouds & good weather. Latter part wind at S.E. moderate - royal set. At 3 PM. Long by Distances with Sun & moon A.L. was 166 29 East. Lat. Obs. 33. 05  
Long. from Lun. 167. 25 Long<sup>D.R.</sup> 169. 30

Monday 9<sup>th</sup>

Had strong Gale from S.E. nearly all this day with good weather - Steering to the East under single reef<sup>d</sup> top Sails & courses -  
Lat. Obs. 33. 00  
Long. Lun. 169. 48 Long<sup>D.R.</sup> 171. 23



Towards the Bay of Islands. New Zealand.

Tuesday 10<sup>th</sup> Feb.

"We had a continuation of strong breezes from the S.E. & good weather throughout this day. Latter part had a high sea from E. & S. by S. blowing, deep & straining haul & rigging - Under single reef. 6<sup>th</sup> sails, Canvas, Deck, & close reef. Masts.

"This morning" Lat Obs. 33° 5' S. Long by Sun. 172° 11' E. Long by R. 173° 46' E

Wednesday 11<sup>th</sup>

Strong breezes from S. by E. all day. Steering to the East. At 6 P.M. spied a whale ship but did not speak her. At 10 AM spoke the ship 7 months from Sydney, whaling. Latter part cloudy with light squalls. At noon spoke ship to the West.

Lat Obs. 33° 10' S Long from Sun. 174° 6' E Long by R. 175° 41' E

Thursday 12<sup>th</sup>

Began with moderate breezes from S.E. - Steering to S.W. - turning light winds at 9 AM. Looked to the S.E. & wind at S.W. when it continued through the night - At daylight saw a large ship to the S.W. - At noon wind at S.W. & moderate - Weather clear.

"This day"

Lat Obs. 34° 11' Long from Sun. 174° 13' E Long by R. 175° 48' E

Friday 13<sup>th</sup>

Began with pleasant gales from S.W. & good weather. At 8 PM Looked to the S.W. wind at S. by E & S.W. The stranger ship also took the same way. She being about 4 miles to windward - After steering the night to the W. & S.W. At 8.30 the ship hove in sight. At 9.30 AM saw the Land from S.W. to S.W. by S. 10 leagues. At noon Cape Brunie bore S. by E. & 9 leagues. Ship Looked to N. East.

Lat Obs. 34° 52'



Bry Malla at Bay of Islands. N. E.  
Saturday 14<sup>th</sup> Feb. 1835.

Began with frost  
breeze from East & fine weather - Made some  
Tacks in the course of the afternoon & got sight of the  
Conical rock call. the Sugar Loaf before night -  
The wind died away in the evening which  
was clear & pleasant - At 8 P.M. the Strang  
Ship being not more than a mile from us, the  
Capt. Came on board to enquire if we were bound  
into the Bay - She proved to be the Ship Japan Capt.  
Haller five months from Newtucket, without  
having taken a fish - During the night light air from  
off the Land & a strong current setting to the N.E. - At  
daylight Capt. Brin bore S. E. 3 Leagues - Towards  
noon a light breeze set in from the Northward. When we  
squared away & set all Steering Sails - Steering S. W.  
in for the Bay. Capt. Brin bearing S. E. 3 or 4 Leagues  
Thermometer. 75 - - - - - Lat. 05: 35.04

Sunday 15<sup>th</sup> At 2 P.M. we were up with  
the Sugar Loaf rock - & at 4 P.M. anchored in the  
Bay of Islands in company with the Japan -  
There were here 4 English Whale Ships and  
the American Ship Newburyport 6 months out  
with 250 Bbls Oil. (Capt. Starbuck) - Fine weather  
with land & sea breezes -

Monday 16<sup>th</sup> Feb. 7 - Employ. getting out the Launch  
& clearing the Decks - Made no sales today - Saw  
Mess<sup>rs</sup> Miers & Bonditch & made some little dis-  
position for trade -

Tuesday 17<sup>th</sup> - My Japan called on Mess<sup>rs</sup>  
Miers & Bonditch in the course of the day - Sold  
a few casks of Liquor & got them on shore -  
The English Whale Ship Rover & Mary both  
went to sea this morning -



## Coast of New Zealand.

This is the season of the year for Potatoes & the crops come in plentifully - They are to be bought now at the rate of £. 10. per Ton - or about 30 cts the Bushel - Good hogs are always to be had for about 2 dollar value in trade, or even less - Fish of an excellent quality are brought off to the Cape & sold for a trifle - The Natives are generally poor & far more than of industry & manage to raise potatoes & Corn sufficient for all their own wants & for the supply of all the Vessels that touch here which is no inconsiderable number in the course of the year -



Brig Mulla from New Zealand towards

Sunday March 1. 1835.

At 6 Am. with a strong wind at S.E. got under way & stood out of the Bay. At 8 Am were off Cape Bren with a very high sea from the East. & fresh gales from South by E & South. — At 10 the Cape bore W. by W. 5 Leagues. Bore Cloudy weather & strong Gale. — Single reef the top Sails & try sail — No Obs. for Lat. 98.00 Long. by D.R. 175.30

American Vessels left at the Bay of Islands 118.

Ship Japan. Pillar No 6. 6 m. a. h. to sail next day.

Ship Newburyport. Starbuck. 8 m. 200 Bbls. —

Ship Benditch. Gardner. 21 m. 2200 Bbls. Ship Mount Vernon, Coffin. 29 m. 3100. Ship Mops Black. 21 m. 850 Bbls. —

Monday 2. March. 1 day out

Began with strong breezes from S.E. & almost constant heavy rain, until evening when it moderated & the wind got round to the North. — A high swelling swell from the East. Latter part fine weather & a good breeze from N.E. Lat. Obs. 35.32 S Long by D.R. 177.19 E.

Tuesday 3.

2 days out.

Began with fresh gales from N.E. high sea & cloudy squally weather. — Through the night moderate & cloudy — Morning strong gales & high sea. Brig plunging all under — & top Sails & reef the top Sails — Lat. Obs. 37.20 Long D.R. 179.4

We saw Land a very high & short sea from East. N.E. since leaving the Bay caused by a rapid current setting to the East.



Boston - U. States - North America.

Wednesday 4<sup>th</sup> 3 days out  
Fresh gale from N.E. and  
good weather - At 5 P.M. pass'd the East Cape  
of New Zealand & soon after the swell in some  
measures abated - Steer'd to S.E. through the night.  
Latter part under all sail.  
Long by Lunar. 178.30 W. Lat. obs. 39.27  
Long. D.R. 178.56 W.

Having pass'd the 180<sup>th</sup> degree of Longitude from Green-  
wich I recall one day & make this as yesterday  
Wednesday 5<sup>th</sup> March 4 days out  
Had a fresh  
breeze from N.E. by E & good weather throughout this day.  
Steering to the S.E. under all sail. Long. by D.R.  
Long. by Distances with sun & moon N.E. at 1 P.M.  
178.30 West. Lat. obs. 41.40 S. Sch  
Thermometer. Long. from Lun. 177.40 W.

Thursday 5<sup>th</sup> 5 days out  
Had a steady fresh breeze from  
the N.E. all this day & good weather. - Steering to S.E.  
by E. & E. by E - at 1.45. Long. by dist. obs. was 177.34 W  
Ther 68. in saw Kelp, & large flocks of Birds -  
Lat. obs. 43.30 S.  
Long. Lun. 175.14 W.

Friday 6<sup>th</sup> 6 days out  
Had good weather all the first  
part & a brisk gale from N.E. to N.N.E. - Saw many flocks  
of birds & the water changed colour from a deep blue to  
one that strongly indicated land or soundings - Towards  
the latter part wind became moderate - Water changing  
more to a blue - But the birds were still very numerous -  
Long by Lunar obs. at 2 P.M. was 175.34 W  
Ther 66 - Lat. obs. 44.43  
Long from Lun. 172.54



Brig Malta from Newcastle  
Saturday 7<sup>th</sup> March. 1835.

Had a continuation  
of pleasant gales from the N.E. & good weather all  
this day - Steer. to the S.E. under full sail.

Ther. 64<sup>o</sup>

Lat Obs. 46<sup>o</sup> 00' N.  
Long. D.R. 171<sup>o</sup> 30' W.

Sunday 8<sup>th</sup> March 8 days out -

We had  
Steady fresh breezes from N.E. all this day, with  
a tolerable smooth sea & cloudy weather the most of  
the time - Got Lunar distances at 3.30 P.m. which  
gave the Longitude. 171<sup>o</sup> 00' W. & N.

Ther 62

Lat. Obs. 46<sup>o</sup> 27'  
Long. from Lun. 168<sup>o</sup> 50'

Monday 9<sup>th</sup> 9 Days out.

Began with a brisk  
gale from North. & hazy - Inward night light rain  
Steering E.N.E. - Middle watch wind shifted to  
West. & weather became clear - all sail set. - At noon  
wind at North. & moderate -

Ther 62

Lat Obs. 49<sup>o</sup> 30'  
Long. D.R. 165<sup>o</sup> 17'

Tuesday 10<sup>th</sup> - 10 days

Began with fresh breezes from  
North. & cloudy with squalls & rain - At 10.30 P.m.  
wind shifted to West & was more moderate  
till 8 A.m. when it came out at S.W. Strong gale  
& continued so to the end of the day - Dried  
many pieces of Kelp, & saw also a large turtle.  
We likewise caught a Porpoise of the White belly  
Species - Attempted to set the fore top mast steering  
sail at Noon, but unfortunately split it in many pieces

Ther 59

Lat. Obs. 50<sup>o</sup> 21'  
Long. D.R. 160<sup>o</sup> 38'



Tosson: W. States. Via. Cape Horn.

Wednesday 11<sup>th</sup> 11 Days.

Brisk gales from the W & W  
& cloudy, till towards the latter part when it inclined  
more to the North of West. & weather cleared. - Eyed  
Ship & Star. East.

57.30

Lat. Obs.<sup>d</sup> 50.40 Sth.  
Long. D.R. 156.00 W

Thursday 12<sup>th</sup> 12 days.

We had fresh gales  
from NW with cloudy weather & some rain till  
towards the latter part when the wind came out at  
West. & weather cleared - Made a Dist. of 205 miles.

Lat. Obs.<sup>d</sup> 51.49 Sth.  
Long. D.R. 150.54 West.

Friday 13<sup>th</sup> 13 days.

Had pleasant gales  
from the West. and fine weather throughout this  
day - steering under all sail to the E.S.E. - Saw  
immense numbers of Ice Birds & patches of Ice.  
The 56.3 Dist. 177 miles in Lat. Obs.<sup>d</sup> 52.40 Sth.  
in Cabin } Long. D.R. 146.17 West.

Saturday 14<sup>th</sup> 14 days.

We had a brisk gale  
from West to S.W. all this day. - some light squalls  
in the latter part, but generally very pleasant.

The 45 on Deck

Lat. Obs.<sup>d</sup> 52.40 S  
Dist. for Log. 180 miles. Long. D.R. 141.17 W

Sunday. 15. 15 Days.

Began with moderate wind,  
from the South. which was succeeded by light breeze from  
the north. on latter part - fine weather. Lat. Obs.<sup>d</sup> 52.45 Sth.  
The 52 - Dist. 90 miles - Long. D.R. 138.47 West



Brig Malta from New Zealand

Monday 16<sup>th</sup> March. 1835. 16 days out -

Began with moderate breezes from North & pleasant weather. which continued through the night towards latter part it freshened, with cloudy weather & rain under single reef. the top sails at noon. No obs<sup>rd</sup> by  
myself. (Dist. 195 miles S.E. by E) Lat. by Acc<sup>t</sup>. 54° 33'  
Mer. 53° " " " " Long. D.R. 134° 11'

Tuesday 17. 17 days out.

Began with fresh gales from N.W. & rainy weather. At 3 P.M. wind shifted to West & moderated. At 8 P.M. it was at N.W. again & cloudy unsettled weather. At 30 minutes past midnight we passed an Is<sup>ld</sup>. of Ice about 50 feet high, a bright moon at this time enabled us to see it distinctly. At 4.30 P.M. the weather still clear, saw another Is<sup>ld</sup>. of Ice much larger than the former. which I judged to be not less than 150 feet high. When I first saw it, bore one point on the weather bow. It had it been a dark morning we should have shaved it very close. Meeting with ice here induced me to haul up N.E. by E. & try to get to the north again, but the wind increasing from N.W. I was oblig<sup>d</sup> to shorten sail & steer East N.E. by S. saw no more ice during the day. - High wind & sea at noon. under single reef. top sails & fore course -  
myself. Lat. 55° 00' 5"  
Mer. 48° " " " " Long. D.R. 128° 43' 14'.



Towards Boston.

Via Cape Horn.

Wednesday 18. March. 18 days out.

Began with strong Gale from N.N.W. & rain -  
close reef. top sails & reef. fore course - At 4.30 P.M.  
wind shifted to West by North & weather cleared  
but continued squally through the night - Steering  
to E by N. - At daylight discovered a large Ice-  
berg which we computed to be not less than 500 feet  
high - passed about 4 miles to the northward of it -  
Wind moderated towards noon. Made more  
sail - Sail & Snow Squalls  
Th. 47 - Lat. obs. 55. 44  
Long. D.R. 123. 23

Thursday 19<sup>th</sup> 19 Days  
Had fresh breeze & squally  
weather. attended with sleet & snow - wind W.S.W. to West.  
Steer. E by N. throughout. under all sail - Saw no Ice -  
Th. 48 - Lat. obs. 55. 44 S  
Long. D.R. 117. 39 W.

Friday 20<sup>th</sup> 20 Days.  
Had fresh gale from West<sup>nd</sup> nearly  
all this day & squally weather. Steering E by N.  
Towards latter part passed three large Ice Bergs to the  
South. of us. Made Dist. 193 miles -  
Long. by Lun. at 10 A.M. 112. 54. 30 West  
Th. 51 - Lat. obs. 55. 48 S  
Long. Lun. 112. 27 W.

Saturday 21. 21 Days.  
Began with fresh gale from West.  
& squally weather. - Steering E.N.E. - passed several large Ice Bergs.  
in the course of the afternoon. the thermometer fell to 36 & the water at same  
time was 43 - At 8 P.M. saw pass in sight of another, tho' the weather  
was very dark & squally at the time - I judged we were within  
1/2 or 2 miles of it when it was seen on weather beam. As this  
part of the ocean appeared to be quite blocked up with



Matta, From New Zealand.

these dangerous masses of Ice (some of which were not less than 200 feet high & from one to two miles in circumference) I deemed it prudent to go under short sail through the night. We accordingly took in the Staining sails & top O. sails, & continued under top sails & courses through the night without seeing more than one piece, or Berg abt 10 O.K. — At daylight however we had 5 large Islands in sight. Some of them formed into the most fantastic shapes that can well be imagined — We passed within  $\frac{1}{4}$  of a mile of a small one & had a fair view of it. — This appearance is any thing but pleasing, & I consider the navigation among these Ice Bergs as extremely dangerous. — I have endeavored to get to the north. in hopes to clear them. — At noon we had one only in sight on the Starb. bow. —  
Long. by Lun. At 10 A.M. was. Lat. 63. 55. 24 Sth.  
108. 44 West. (Ther. 50. in Cabin — Long. by Lun 107. 56 W.

Sunday 22<sup>d</sup>. 22 days from Bay of Islands. <sup>Had strong</sup>  
gales from the West. throughout with frequent hard squalls  
blowing to N.E. by E. — We have seen no Ice this day.  
& I am in hopes that we have at last got out of the night  
barhood of them — At 10.40 A.M. Long. by Distances  
with sun & moon was 102. 18. 13 West  
Ther. 54 — Lat. 63. 54. 30 Sth.  
Long. Lun. 102. 00 W.

Monday 23. 23 days —  
Began with fresh gales and  
breezy weather. Latter part wind at West. mod-  
erate & cloudy — Staring E by N. cloudy —  
Ther 55 — Lat 63. 54. 36 S  
Long. DR. 96. 54 W.



Towards Boston.

Via Cape Horn

Tuesday 24<sup>th</sup> 24 days from New Zealand.

Had moderate breezes between the N.W. by W. and West, thick weather & light rain throughout the day. Steering to E by N.

Lat. Obs. 54° 30'

Th. 55

Long. DR. 92° 24'

Wednesday 25<sup>th</sup> 25 days out.

Began with moderate breezes from the North. and cloudy weather. Steering to the East under all sail. Latter part brisk gales from N. N. W. & cloudy rainy weather. Saw a Cape Pigeon for the first time, this morning.

Lat. Obs. 55° 40'

Th. 56

Long. DR. 87° 37'

Thursday 26<sup>th</sup> 26 days out.

Fresh breezes continued from N.W. till about midnight with cloudy weather & rain, after which it hauled to West & moderated, & before noon had it partially clear, weather warm.

Th. 54

Distance 200 miles

Lat. Obs. 56° 12'

Long. DR. 81° 45'

Friday 27<sup>th</sup> 27 days out.

Had a continuation of fresh breezes from N. by N. to W. S. W. weather squally. Steering E by N under all sail.

Distance by Log. 205 miles.

Th. 51

Lat. Obs. 56° 48' S

Long. DR. 75° 29' W

Saturday 28<sup>th</sup> 28 days.

Present gale from W. S. W. to W. N. W. with cloudy weather towards latter part. Steering to the E. N. E. under all sail.

Th. 52.30

Lat. Obs. 56° 50' S

Long. DR. 70° 17' W



Malta From New Zealand

Sunday 29<sup>th</sup> March. 29 days from Melane.

Had fresh breezes from N.N.W. & N.W. until towards the latter part of the day, and continued rain - Steering to the E by N. until morning when I hauled up N.N.E. Judging myself to the East of Diego Ramirez - Had fresh gales from West & large.

Lat. Obs. 36. 35 S.

Long. D.R. 64. 57 W.

Monday 30<sup>th</sup> March. - 30 Days -

Began with fresh breezes from W. N.W. but it soon hauled round to the North<sup>th</sup> with rain - At 4.45 P.M. saw Cape Horn having papers inside, or to the North. of Diego Ramirez without seeing it - Cape Horn bore at 6 P.M. N.W. Dist 4 or 5 Leagues. Weather squally with light rain & wind from NW to N.N.W. & north through the night steering N.E. by N. when we could. weather cloudy -

At 8 O.K. Am. saw a ship on her beam steering to the West. - At 11. O.K. saw a Brig on the weather bow & at Noon spoke her - she prov. the Brig. Paraffelia - Seymour - 68 days from Boston bound to Valparaiso - At noon saw land bearing N.W. by W. -

Lat. Obs. 55. 40 S.

Long. D.R. corrected from Cape Horn - 64. 46

Tuesday 31<sup>st</sup> 31 days

Had light breezes from the N.W.

& good weather. At 4. P.M. the haze broke away & discovered the whole S.E. side of Staten Land, dist nearest part 4 Leagues - Light air & calm through the night steering N.E. by N. - At 6 P.M. Cape St. John bore N.W. by W. 6 Leagues - Latter part fresh breeze from N.W. all sail steering N.E. by W.

Lat. Obs. 54. 43 S.

Long. by Acc. 62. 05 W.



towards Boston

Via Cape Horn

Wednesday 1 April 1835. 32 days. We had fresh gales from the N.W. throughout this day. Steering to the N.E. by N. under all the sail we could carry. Made a Dist. of 196 miles. Lat. Obs. 53. 21 S. Long. DR. 57. 10 W. Ther. 54.

Thursday 2<sup>d</sup> 33 days. Fresh gales from N.W. to west and fine weather. Steering to N.E. under all sail. Lat. Obs. 51. 3 S. Long. DR. 54. 44 W. Ther. 54.

Friday 3<sup>d</sup> 34 Days. Began with fresh breezes from the W. N.W. but it moderated in the evening & before morning came out at N. N.W. which had increased to a strong breeze at noon with fine weather. Steering N.E. Wind north. Lat. Obs. 49. 14 S. Long. DR. 52. 11 W. Ther. 56.

Saturday 4<sup>th</sup> 35 days. Began with fresh breezes from N.W. to North. & clear weather. But it became overcast before night & we had a fall of rain in the evening. By midnight the land wind at W. N.W. & before morning at N.W. a fresh gale when it contin. to the end of the day. Made all sail. at noon. Lat. Obs. 47. 40 S. Long. DR. 49. 13 W. Ther. 62.

Sunday 5<sup>th</sup> 36 days. Had the wind from the West. & good weather, till towards evening when it hauled to N. N.W. cloudy with rain in clear through the night & to the end of the day. Wind at N.W. by W at noon. Lat. Obs. 45. 52 S. Long. DR. 46. 36 W. Ther 63.



Malta. from New Zealand

Monday 6<sup>th</sup> April 1835. 37 days from N. Zealand.

Had fresh breezes from N.N.W. to N.W. till towards the latter part when it moderated and became overcast with a thick fog. At Noon it broke away & we got an Obs. Lat. Wind N.N.W. The 60<sup>th</sup> ————— Lat. Obs. 43. 46 S Long. D.R. 43. 50 W

Tuesday 7<sup>th</sup> 38 days

Had fresh Gale from the N.N.W. the mist part of this day & cloudy weather steering to the N.E. under all sail. The 65<sup>th</sup> ————— Lat. Obs. 42. 19 S Long. D.R. 41. 00 W

Wednesday 8. 39 Days.

Moderate winds & light rain till evening when the wind came out at S.E. & freshened to a brisk gale, where it continued through the night & till end of the day. With almost constant rain. We caught yesterday several large Albatross & a porpoise - the largest of the birds measured 10 feet 4 inches from the tips of its wings. The 62<sup>nd</sup> ————— Lat. Obs. 40. 3 S Long. D.R. 42. 00 W

Thursday 9<sup>th</sup> 40 Days.

We had a strong gale from S.E. with clear weather in the fore part, but cloudy with rain in the latter part of the day - steering to the N.N.W. under top sails. Courses & main top Gall. Sail. Made a distance of 215 miles. No Obs. The 65<sup>th</sup> ————— Lat. D.R. 36. 28 S Long. D.R. 42. 50 W



Towards Boston.

Friday 10<sup>th</sup> April 41 Days

Began with Strong Gales from N.E. & Squally, with rain - In the evening it broke away & contin. Partly clear till 4 O'Clock in the morning when dark clouds suddenly rose from N.W. & the Lightning opened upon us in one continued sheet of flame - Compasants were seen on the mast heads & top Gall yards arms, & we had every reason to apprehend a tempest. from N.E. - close reef. the top sails & prepared to receive it. But the clouds broke & dispersed at 6 A.M. & at 8 O'Clock we had fine weather again the N.W. wind had changed to N.E. & become moderate - At Noon wind at N.W. & light squalls - under all sail -  
Ther. 70 - - - Dist 190 miles. Lat. Obs. 33° 51' Lat  
Long. D.R. 44° 50' W.

Saturday 11<sup>th</sup> 42 Days

Had a fresh Gale from the North West, & West, & West all these 24 hours - Steering by the Wind to the North East - under single reef. top sails & courses -  
Weather partly clear with occasional squalls.  
Ther. 73 - - - Lat. Obs. 32° 56' S  
Long. D.R. 42° 27' W.

Sunday 12<sup>th</sup> 43 Days

Had fresh gales from the W. N.W. to West. & Squally weather. Carried all the sails we could to the north.  
Ther. 75 - - - - - Lat. Obs. 29° 46'  
Long. D.R. 41° 16'

Monday 13<sup>th</sup> 44 Days

Pleasant gale from West. all day with a high sea on first part. Latter part more calm. Long at 9 P.M. in distance, as did the Moon was. 41° 34' Lat.  
Lat. Obs. 2° 10' S  
Ther. 78 - - - - - Lat. 40° W.



# Malta from New Zealand.

Sunday 14<sup>th</sup> April 185. 45 days out

Began with a light breeze from West & clear weather. - It came calm in the evening & continued through the night - Latter part of day light air from N.E. & fresh & reached - steering to N.W. set down the sheet & shot up the long net top. - weathered away -  
Ther 79° - Lat. Obs. 26° 30' Sth.  
Long D.R. 41° 55' W.

Wednesday 15<sup>th</sup> 46 days out.

Began with a heavy weather & moderate breeze from N.E. to N.W. - becoming calm - Wind at N.E. from 10 P.M. to 8 A.M. when it shifted to the South after a squall of rain & short interval of calm. At noon we had a brisk breeze from S.W. & fine weather. Steering North by W. under all sail.  
Ther 79° - Lat. Obs. 25° 10'  
Long D.R. 42° 35' W.

Thursday 16<sup>th</sup> 47 days

Had light winds from N.W. to South nearly all this day - Steer. in N.W. & at daylight saw the Land bearing N.W. to N.E. - At 9 A.M. bore up to the N.E. and passed Grande Pt. at 11.30 A.M. - At noon spoke the Ship Lionides 10 m. from Fairbairn with 1000 Bbls. 4 days from Rio - At noon round Pt. at entrance of Rio bore E.N.E. 10 leagues.  
Lat. Obs. 23° 17' Sth.

Friday 17<sup>th</sup> 48 days from New Zealand.

Stood to the N.E. with light winds and at 6 P.M. could almost see the entrance to Rio. At 4 A.M. were up with Raza on light breeze. When the wind came from off the land I made several tacks towards the entrance but at 11 A.M. it became calmer, but at 11 A.M.



Atilla. at Rio de Janeiro.

We took the breeze from seaward & at 4 Pm. anchored at Rio de Janeiro in one of the shortest passages perhaps ever made from New Zealand - My sole object in coming in here was to get some supplies of which we stood much in need & meet the wishes of my passengers Messrs. Macdonald & Hollingworth who agreed to pay half the Port Charges -

Saturday 18<sup>th</sup> was mostly spent in entering & taking out a permit to ~~embark~~ my water stores &c -

Sunday 19<sup>th</sup> was a day of rest -

Monday 20<sup>th</sup> & Tuesday 21<sup>st</sup> were both holidays & consequently no business done got my water filled on board & performed some other necessary jobs -

Wednesday 22<sup>nd</sup> - Employed in embarking my stores & clearing at Custom house -

Thursday 23<sup>rd</sup>. Went on board and at 3 Pm. got under way & worked out of the harbour with the sea breeze

Friday 24<sup>th</sup>. See acc<sup>t</sup>. At 6 Pm light house S<sup>t</sup>. John N.Z. by N 3 or 4 miles. Steered to the S by E. till 6 Pm. when we wore ship to the N.E. & stood on to the end of the weather thick with rain on the latter part -  
Lat. by acc<sup>t</sup> 23. 37 S  
Long. D.R. 43. 16 W



Nalla, from Rio Sanrio

Saturday 25<sup>th</sup> April 1835. 2 days out.

Began with fresh breezes from the S.E. & cloudy weather with light squalls. Steering to E.N.E. - At 3 P.M. saw the Land. at 5 saw Cape Rio N.E. & Leagues. At 7 Tack<sup>d</sup> to South with fresh breeze which moderated before midnight & the most of the night the wind was light & baffling - At 4 A.M. Tack<sup>d</sup> to the N.E. and at day light saw the Land again. Cape Rio N.W. by N. 12 Leagues. - Set fore top (M<sup>rs</sup> Stung) Sail & steer E.N.E. with light winds to the end of the day - Cape Rio bore at Noon N<sup>W</sup> by W. 4 Leagues.

Lat. obs 23. 13 S  
Long. D.R. 42. 6 W

Sunday 26. 3 days.

Had light winds from S by E. & S.E. throughout this day. Under all sail steering to N.E.

Lat. obs. 22. 06  
Long. D.R. 40. 15 W

Monday 27. 4 days.

Had light winds from S.E. by S. and fine weather all this day. Steering to the N.E. by E. & E.N.E. under all sail - Three of my Crew unable to do duty - One of them - Geo Davis very sick -

Lat. obs. 21. 07 S  
Long. D.R. 38. 31 W



Towards Boston.

Tuesday 28<sup>th</sup> 5 days. Had light winds from the E.S.E. nearly all this day. Steering by the wind to the N.E. under all sail. -- At 8 Am a Brazilian ship passed us 4 or 5 miles to Leeward. Standing to the Southward --  
Obs. Lat. 19° 30' S  
Long. D.R. 37° 27' W.  
Ther. 79

Wednesday 29<sup>th</sup> 6 days. Had pleasant gale from the S.E. & E.S.E. all this day. Steering to the N.E. under all sail. -- Smooth Sea.  
Lat. Obs. 17° 41' S.  
Long. D.R. 36° 42' W.  
Ther. 81.00

Thursday 30<sup>th</sup> April 7 days. Had light winds from East. till towards the latter part when it became nearly Calm -- light air from N.E. & E.S.E.  
Lat. 16° 05' South  
Long. D.R. 36° 00' West  
Ther. 84

Friday 1. May. 8 days. -- Had it calm all the first part -- Latter part light air from North. -- At 6 Am. Tack to E.N.E. -- Clear weather. Smooth Sea.  
Lat. Obs. 15° 29'  
Long. D.R. 35° 50'  
Ther. 85

Saturday 9<sup>th</sup> 9 days. -- Began with Calm Clear weather. Latter part had a breeze from N.W. & Clear weather. Saw a whale beyond the vessel. Steering to the S.W. E.  
Lat. 15° 1'  
Long. D.R. 35° 30'  
Ther. 86



# Malta from Rio de Janeiro

Sunday 2<sup>nd</sup> May, 1835. 10 days

Had a brisk rain from the South till after midday when it shifted to the S.E. & became variable clear  
Wind light - Lat. Obs. 13.16 S  
Long. D.R. 34.40 W

Monday 4<sup>th</sup> 11 Days

Had Baffling winds Squalls rain & shine & to speak truly such weather as I never before experienced in this Latitude  
The 82. Lat. Obs. 12.40  
Long. D.R. 34.20

Tuesday 5<sup>th</sup> 12 days

Light airs fresh part. Middle part fresh breezes from S. Ely S. Squally with rain  
 Latter part Light airs from N.E. & Calm after  
midnight Lat. Obs. 10.13  
Long. by Lunar at 4.30 P.M. 35.46 West -  
Brought forward to noon 35.08. West

Wednesday 6<sup>th</sup> 13 days

Light breezes & Squally towards evening pleasant & a brisk breeze from N.E. Steady to N.E. - At 4 P.M. the Long. by distances with Sun & moon was 35.8.30 - At 6 A.M. saw the Land extending from N.E. to N.W. depth from 20 fathoms - Pass'd several Catamarans and endeavored to get some fish from them but did not succeed - No Obs. at Noon



Dawarus Boston.

Thursday 7<sup>th</sup> 14 days.

Began with calm weather. - At 4  
Am. a light breeze from E.S.E. - Steer. to N.N.E. - Evening  
had a brisk breeze from S.E. - Drivings at 10  
Am. 14 fath. - Land. up N.E. & Star. on that course  
through the night - at 3 Am. we pass within a  
few feet of a Catamaran with 2 men and  
should have ran them down had they not given  
us the alarm just in time to clear them -  
At 5 Am. Perambles bore West 3 Leagues  
and at 9 Am. lowered the Boat & sent her along  
side a fishing craft & bought a good map of fish.  
Ends pleasant gale from S.E. to E. by S. weather  
Lat. Obs. 7° 41' South  
Long. from Penn. 34° 42' West.

Friday 8<sup>th</sup> 15 days.

Had a pleasant gale from  
E.S.E. to E by S. throughout this day. Steer. to N.N.E.  
the most of the 24 hours. - Some light rain squalls.  
Lat. Obs. 5° 24' Sth.  
Long. D.R. 34° 30' West.

Saturday 9<sup>th</sup> 16 days.

Had moderate breezes  
from East. & fine weather throughout this day -  
Steer. and all sail to the N.N.E. - At daylight  
saw a ship to the N.E. of us. & at 11.30 Am. was  
hounded by the Capt. of the Ship Abigail of  
New Bedford 43 Mo. out 2300 Bbl. oil -  
Capt. Clark -  
Lat. Obs. 3° 22' S.  
Long. D.R. 35° 15' W.



Alatta. from Rio de Janeiro

Sunday 10<sup>th</sup> May 1835. 17 days

Light air from E. N. E. & East all this day - At 4 P.M. Capt. Clark, having dined with us, returned on board his Ship, & Mr. Marland & myself accompanied him on board, where we found every thing in such a state of perfect cleanliness, as for my own part I had never before witnessed on board a Whaler Ship. Still now, after spending an agreeable hour with Capt. Clark, he returned on board again. & continued on our course to the N. N. W. At Noon the Abigail was in sight to the S. E. 3 or 4 Leagues -  
Ther. 83° - Lat. Obs. 2° 0' S  
Long. D.R. 36° 18'

Monday 11<sup>th</sup> 18 days from Rio.

Light air from N. E. to N. W. & hazy weather. Steering to the N. W. by N. - but made very little progress. -  
Ther. 84° - Lat. Obs. 1° 14' S  
Long. D.R. 37° 20'

Tuesday 12<sup>th</sup> 19 days.

Light air from East. all this day. Clear weather - At 5 P.M. saw a Brig ahead 8 or 10 miles dist. Steering N. W. At 10 A.M. the hoist. American Colors - At Noon she was dist. 4 miles.  
Ther. 84° - Lat. Obs. 0° 29' S  
Long. D.R. 38° 10' West.



Towards Boston.

Wednesday 13<sup>th</sup> 20 days from Rio.

Present Weather but  
Calm throughout the day. — At 6 Am  
saw another Brig to the West. — 8 or 9 miles  
dist. in A. M. Mr. Marland & Mr. Nunn  
left for the Brig first seen yesterday she being  
distant about 2 Leagues.  
Ther 83.

Lat. Obs. 08. 12 E  
Long. D.R. 38. 20 W

Thursday 14<sup>th</sup> 21 days.

Began Calm Weather. At 2  
P.M. the Boat returned on board & reported the Brig  
Eric left Pigley 70 days from Guayaquil for New  
York. Towards evening a light breeze set in from the  
South. Made all sail & steer North. — The wind  
continued steady bearing only a point or two towards  
the East throughout the day. — At 8 Am saw a  
strange sail to the S.E. of us. — At noon she ap-  
peared to have nearer us. & bore S.E. by S. dist. 4  
Leagues. — the Eric dist 2 or 3 Leagues to S.W.

Ther 84 —  
Lat. Obs. 0. 44 Nth.  
Long. D.R. 38. 45 West.

Friday 15<sup>th</sup> 22 days.

Had light wind from near  
all the points of the Compass & showers of rain — making  
the best of our way to the North. — the Eric 9 or 12 mi  
at Noon. —

Ther 83 —  
Lat. Obs. 1. 24  
Long. D.R. 38. 30

Saturday 16<sup>th</sup> 23 days.

Variable winds with  
squalls & showers of rain, all this day.

Ther 83 —



Malta from Rio de Janeiro

Sunday 17<sup>th</sup> May. 24 days from Rio

Had moderate breezes from North & N.W. all this day. Steering to N.West. under all sail but made but little progress in consequence of strong westerly currents. The Long. by dist. with Sun & Moon at 8 A.M. was.  $41^{\circ} 35'$  West.

Ther.  $83^{\circ}$  —

Lat. Obs.  $2^{\circ} 12'$  Nth.

Long. by Sun.  $41^{\circ} 48'$  West.

Monday 18<sup>th</sup> 25 days.

Had alternate squalls & clear weather, with wind unsteady between the N.E. & S.E. & heavy rains towards the latter part.

Ther.  $81^{\circ}$  —

Lat. Obs.  $3^{\circ} 24'$  Nth.

Long. D.R.  $43^{\circ} 15'$  West.

Tuesday 19<sup>th</sup> 26 Days from Rio.

Had a brisk Gale from N.E. by E. all this day. Steering to N.W. by W. under all sail. good weather. Long. by Lun. at 8 A.M.  $45^{\circ} 13'$  West.

Lat. Obs.  $5^{\circ} 50'$  Nth.

Ther.  $80^{\circ}$  —

Long. D.R.  $45^{\circ} 20'$  W

Long. Lun.  $45^{\circ} 30'$  W

Wednesday 20<sup>th</sup> 27 days.

Pleasant gales from the N.E. & good weather throughout this day — all sail spread.

Lat. Obs.  $8^{\circ} 01'$  Nth.

Ther.  $81^{\circ}$  —

Long. D.R.  $47^{\circ} 3'$  West.



Howards Boston.

Thursday 21. May 1835. 28 days.

Had a brisk trade  
upwind from N. all this day. Steering to N.N.W.  
Light sails full. — Lat. Obs.  $10^{\circ} 43'$  Nth.  
Ther.  $81^{\circ}$ . Long. D.R.  $48^{\circ} 33'$  W

Friday 22. 29 Days. from Rio.

Had a continuation of  
fine breezes from N.E. to E by N & clear weather all  
this day — Steering under all sail to the N.N.W. —  
Long. by Distances with sun & moon at 9.15 Am  
Lat.  $51^{\circ} 14' 30''$  West. — Lat. Obs.  $13^{\circ} 24'$  Nth.  
Ther.  $82^{\circ} 00'$  — Long. D.R.  $50^{\circ} 05'$  West  
Long. by Lunar  $51^{\circ} 27'$  D.

Saturday 23. 30 days.

Pleasant trade from E. & E  
& fine weather. Steering under all sail to N.W. by N  
Ther.  $83^{\circ}$ . Lat. Obs.  $15^{\circ} 49'$  N  
D.R.  $53^{\circ} 00'$  W.

Sunday 24. 31 Days.

Pleasant gales from the  
East. & fine weather throughout this day. — Under  
all sail Steering to the N.W.  
Ther.  $81^{\circ}$  Lat. Obs.  $17^{\circ} 50'$  Nth  
Long. D.R.  $54^{\circ} 53'$  West.

Monday 25. 32 days.

Pleasant Gales from East. and  
fine weather throughout this day. — Steering to  
Saw a ship at 3 P.M. Steering West.  
Ther.  $81^{\circ}$  Lat. Obs.  $19^{\circ} 33'$  N  
Long. D.R.  $56^{\circ} 20'$  W.



Tuesday 26<sup>th</sup> May. 35 Days from Rio. Had light winds  
gale from S.E. throughout the day. Steering N.W. by W  
all sail - Employ. painting ship  
Lat. Obs. 21.25 Nth.  
Long. DR. 57.20 Wth.  
Ther 80

Wednesday 27<sup>th</sup> 34 Days Had light winds  
from E. S.E. & S.E. all this day steering N.W. by W  
all sail - Employ. painting ship  
Lat. Obs. 23.35  
Long. DR. 58.14  
Ther 80

Thursday 28<sup>th</sup> 35 days. Pleasant gale from the  
S.E. & fine weather. Steering with all sail  
to N.W. by North - Saw a brig at 5 Am. in  
the North<sup>ern</sup> quarter. Wings Light  
Lat. Obs. 24.27 Nth.  
Long. DR. 59.23 W.  
Ther 80

Friday 29. 36 Days from Rio. Had a pleasant  
gale from the East all this day & fine weather.  
Steering to N.W. by N. all sail  
Lat. Obs. 25.56 S.  
Long. DR. 61.00 W.  
Ther 80

Saturday 30<sup>th</sup> May. 37 Days. Pleasant gale  
& good weather throughout this day - Steering  
under all sail to N.W. At 10 Am. passed  
an English ship steering to North East.  
Employ. painting ship  
Lat. Obs. 27.39 S.  
Long. DR. 62.10 W.  
Ther 79



Monday 31. May. 38 days. from Rio Janeiro -  
Moderate breezes from the  
S.E. to S.E. throughout this day. Steering to the  
N.West. under all sail. Weather Hazy. -  
Thur. 77. - Lat. Obs. 28. 44 Nth.  
Long. DR. 63. 52 W.

Monday 1 June. 39 Days.  
Had very light winds  
between South. & S.E. all this day. Steering for the  
most part. N.W. by W. - Long. by Lunar Dist.  
at 1.30 P.M. 62. 24 W. - At sundown saw a  
sail ahead 4 Leagues. - Latter part saw a  
schooner heading to SW. - Lat. Obs. 29. 24 Nth.  
Thur. 79. - Long. Lun. 63. 30 W.

Tuesday 2<sup>d</sup> June. 40 days.  
Had light air from  
S.E. till towards the latter part of the day when  
it became calm. An Hermaphrodite Brig in sight  
at Noon 3 Leagues ahead. - Long. by Distances  
with Sun & moon at 3 P.M. was 63. 10 W. 182.  
Variation of Comp. S.E. - Lat. Obs. 30. 08 Nth.  
Thur. 80. - Long. from Lun. 63. 40 W. 21.

Wednesday 3<sup>d</sup> June. 41 Days.  
Light air all through  
the first part from S.E. to SW. Latter part calm -  
Lat. Obs. 30. 34 Nth.  
Thur. 80. - Long. DR. 63. 56 W.

Thursday 4<sup>th</sup> 42 Days.  
Had light air &  
Calms throughout this day. - Caught two fine Dolphins  
at 10 A.M. which afforded us a good dinner -  
Long. by Lun. at 4 P.M. 65. 4 - Lat. Obs. 30. 55  
Thur. 80. - Long. Lun. 65. 20



# Malta from Rio de Janeiro

Friday 5<sup>th</sup> June. 1835. 43 days from Rio

Had a continuation of light air & calms till towards the latter part of the day when the breeze set in steady from the S.E. with fine weather - Steering to N.W.  
At 4 P.M. the Long. by Lunar was 65° 54' West.  
Ther. 80 ————— Long. D.R. 66° 15  
Sat. Obs. 31° 35

Saturday 6<sup>th</sup> June 44 Days from Rio

Had a brisk gale from S.W. and fine weather throughout this day. - Steering to the N.W. under all sail.

At 4 P.M. Long. by Distances with Sun & Moon was 66° 41' W. ————— Sat. Obs. 33° 39' Nth.  
Long. D.R. 68° 35' W.

Sunday 7<sup>th</sup> June. 45 days.

Strong breezes from S.W. to W.S.W. Steering to N.W. till towards the latter part when the wind came out at Nth. - At 9 A.M. spoke a Brig standing to East. but did not learn her name nor where she was from - I understood her Long. to be 72° West.  
Therm of Atmosph. 71. Water 76. Air 66. Lat. 36. 48 Nth.  
D. D. 73 " 76. Moon Long. 70° 10' W

Monday 8<sup>th</sup> 46 Days.

Had the wind from the N.E. to E.N.E. nearly all this day, blowing hard - under close reef standing Nth. - Weather clear.

Water averaging 8° warmer than atmosphere.

Ther 66 ————— Sat. Obs. 38° 20  
Without allowance for the Long. D.R. 71° 30  
Current of the stream ———



Towards Boston.  
Tuesday 9<sup>th</sup> June 1835. 47 days

Began with light  
breeze from the East. & fine weather - Steering to North  
Through the latter part of the night & till 9 Am had  
a Calm - a light breeze sprang up at 9 Am. and  
we made all sail to North East. We were at 8.40  
a Brij in sight 4 miles to East. & a sail in  
sight to the Westward - At 11.30 took ship to  
West. & spoke the ship Octavia 2 days from  
~~New Bedford~~ New Bedford. bound on a whaling  
cruise - Long by mean of Distances at 9 Am  
on both sides the meridian was ~~70° 42'~~ 69° 42' W.  
The 69° - Lat. obs. 39° 11' N  
Long. DR 69° 30' West.

Wednesday 10<sup>th</sup> 48 Days. Had a brisk  
gale from the W.S.W. nearly all this day & fine  
weather. Steering to N by E. At 10 P.M. hove to  
& got the bottom with 55 fath. Ouse & very fine  
sand - Altered my Course & steer N.E. by E through  
the night - At 5 Am spoke Schooner Banner of  
Hingham. who inform. me the Shoal bow N.E.  
& I did not have occasion to alter my Course.  
At 9 Am. haul. up N by W & at noon had  
wind light at West N West. No bottom.  
with 60 fath. line - Obs. Lat. 41° 26'

Thursday 11<sup>th</sup> 49 Days from Rio de Janeiro

At 1 P.M. there set in a brisk gale from the  
E.N.E. - Made all sail & steer N.N.W. - At 7 P.M.  
saw Cape Cod. at 10 some up with the land.  
Weather cloudy with rain & wind at E.N.E.  
Then under easy sail for Boston light - As the  
day broke we got sight of land, & at the same time  
took a pilot - It now came on a thick fog but we



Continued our Course in to the night in hopes the  
fog would soon clear away & give us a sight of the  
Light house in this harbor - we were disappointed  
for the fog was more dense than ever at 10 P.M. & we  
the breakers were distinctly heard on both sides  
of us at no great distance - We hoisted the lead and  
found only 5 fathoms water - The Pilot hardly  
knew where we were, & in this dilemma we fired  
one of our guns & fired it, which was answered  
by another at the Light house which proved to be  
close by us - We now Steer. on & anchored  
in Light house Channel & waited till 3 P.M.  
before the fog cleared away, at which time a light  
vessel sprang up from the South & we took on  
anchor & Steer. up for Boston where we an-  
chored at 6.30 P.M. - After an absence of  
near 14 Months & a passage of 133 days  
from New Holland, including stoppage at New  
Zealand & Rio - "



1111 Mulligan from Boston Towards Peru.

Monday 29<sup>th</sup> June or 30<sup>th</sup> In Account. At 5 Pm  
Slipped our fasts from Liverpool Wharf and with  
a fine breeze from West. Stood out the harbor.  
At 7 Pm. were clear of Lighthouse Channel &  
steer. E. by E. for Cape Cod, the light on which we  
saw at Midnight - At 4 Am Cape Cod Light  
House bore West 3 Leagues. - Wind from S.W.  
under all sail Steering to S.E. - At 11.30 Am  
spoke the Ship California of Boston bound into  
Port - from Coast of California -

Lat Obs. 41.32 N

Long. DR 69.30 W

Wednesday July 1. 1835. 1 Day out.

Had the wind from West  
to N.W. cloudy & hard rain towards latter part.  
Steering to S.E. by E. - Made Dist. 148 miles -  
North. L. DR 39.42  
Long. DR. 67.20

Thursday 2<sup>d</sup> 2 days out.

Had a brisk Gale from  
N.W. nearly all this day & good weather. Steering to S.E. by E  
& S.E. under all sail - Latter part wind at West.  
Made C. by E. Dist 172 miles - Lat Obs. 38.05 North  
Long. DR. 64.58 West.

Friday 3<sup>d</sup> July. 3 days.

Began with moderate breezes  
varying between N.W. & S.W. - At 9 Pm. it settled at S.W. and  
threw a steady breeze from all sail Steering E. by S.  
At 2 Am. wind at West. at 4 set lower Steering  
Sail - At 5.30 Am. saw the mast of a vessel  
W. of us. - Thinking it might be a vessel in distress,  
we immediately hauled in Steering Sails & Steer. for her.



## Malta from Boston towards Peru.

It was soon near enough to discover signals of distress from the Main mast & bowsprit, the only two spars standing, & passing under <sup>the</sup> stern was told that it was the Brig United States of Baltimore. I hoisted too & lowered the Boat & sent her alongside. She returned in a few minutes with the Captain, Mate & Cook — The Boat again returned to the wreck & brought the remainder of the crew on board. I sent her back once more in charge of Mr. Nabb the Mate, who succeeded in getting a few fathoms of rope, a Keg of Molasses, one p. Bbl flour, a canister of Gaint oil & an old top sail. We then bore up to S.E. at 9.30 A.M. with a brisk gale from West by South. The Circumstances of the loss of the U. States, as far as I can learn are these — She was fitted away from New York with a Cargo of Staves, bound to Gibraltar for Orders — she left N. York on Monday 29. ultimo in the morning & stood on her course to East. On Wednesday July 1. at 1 P.M. after light winds and rain, a sudden Squall struck her, & in an instant she was on her beam ends — They cut away the main fore rigging & the fore mast soon went by the Deck. One man was never seen after she Capsized. A young man nephew of the Capt. was in the Cabin at the time, & regardless of his own life, Capt Kelly plunged in after him & secured him under his arm, but at that moment the Bulk heads broke open and a sudden rush of Staves & lumber separated them, and the Boy was drowned in the Cabin. At 4 P.M. or about 2 p. hours after she Capsized she floated full of water — I took from her Capt. Kelly, Mate Mr. Gibbins. 3 Seamen & the Cook. She was Capsized, as near as Capt Kelly could judge or estimate his situation in Lat. 38.30 N. & Long. 18.00 West —

Lat. Obs. 37.12 N  
Long. D.R. 62.55 W.



Multa from Boston Towards Para.

Saturday 4<sup>th</sup> July 1835. 4 days out.  
Had pleasant gale from the West<sup>d</sup> & fine weather. under all sail steering to the S.E. by S. At 7 P.M. spoke an English Schooner bound to the S. - Latter part light winds from S.W. & easy weather. Lat. Obs.<sup>d</sup> 33° 37' N  
Long. D.R. ... 60° 52' W

Sunday 5<sup>th</sup> 5 Days. Began with light air, approaching to a calm. Towards midnight took the wind from S.W. before morning had a pleasant gale, which continued to the end of the day, with fine weather. Lat. Obs.<sup>d</sup> 34° 55' North.  
Long. D.R. ... 59° 48' West.

Monday 6<sup>th</sup> 6 Days. Had light breezes from W. to West. till midnight when a calm followed and at 4 A.M. had a light air from South<sup>d</sup> which continued to the end of the day with clear hot weather. Lat. Obs.<sup>d</sup> 34° 27' N  
Long. D.R. 58° 56' W

Tuesday 7<sup>th</sup> 7 Days. Light air & calms throughout. Steering to East. wind between S.E. & South when there was any - Capt. Kelly very sick with a fever. Lat. Obs.<sup>d</sup> 34° 31' N  
Long. D.R. 57° 58' W

Wednesday 8<sup>th</sup> 8 Days from Boston. Light air & calms all this day. Made no progress - Weather clear. Lat. Obs.<sup>d</sup> 34° 24' N  
Long. D.R. 57° 58' W



Brig. Walla from Boston

Thursday 9<sup>th</sup> July. 1835. 9 Days out

Began with light variable winds from East. Fine weather. Steering to the South. Latter part wind at S.E. & S.S.E. with light squalls. At Noon Tack Rec Ship to the Eastward. Lat. Obs. 33. 28 N. Ther. 80 — Long. D.R. 58. 10 W.

Friday 10<sup>th</sup> 10 Days from Boston  
We had a steady steady gale from S.S.E. all this day. Weather clear. Standing to East. under all Sails. Lat. Obs. 33. 51 N. Ther. 80. — Long. D.R. 56. 15 W.

Saturday 11<sup>th</sup> 11 Days.  
Pleasant gale from S.W. & all this day with fine clear weather. Under all Sails Steering by the wind to East. A few minutes after midnight I fell in with & spoke the Swedish Brig Prince Anstetter of Stockholm, from Marseilles bound to New York. I was anxious that Capt Kelly & his crew should get home & even round & kept company with the stranger seven minutes. Stating to him (the Capt<sup>y</sup>) the circumstance of the loss of the Brig M. States & requesting him to receive the crew on board & take them to N. York. but he did not seem disposed to understand our wishes, at least he would not shorten sail, & as I had no power to bring her too. I contented myself with wearing round & standing on my course again. — Lat. Obs. 34. 2. Ther. 80. — Long. D.R. 54. 10



Swain Sara.

Sunday, 12<sup>th</sup> July 1835. 12 Days from Boston.

Began with light airs from South<sup>d</sup> and fine clear weather - Standing fast. - At 6 P.M. wind favoured a lee & we were enabled to start. Sailed at 8 P.M. throughout the remainder of the day. - Sighted a strange sail in the middle watch - At Daylight saw a sail on the E. quarter coming up with us. At Noon we spoke the Brig. Paeolus, Capt. Howe, 11 days from ~~Sail~~ ~~land~~ to Cayenne -  
Lat. Obs<sup>d</sup> 34<sup>o</sup> 6' N  
Ther. 80<sup>o</sup> . . . . . Long. D.R. 52<sup>o</sup> 15' W.

Monday 13<sup>th</sup> 13 days.

Had light airs from S.W. to South. all this day. Weather clear & pleasant. - The Paeolus in sight at Noon W.S.W. of us. 4 Leagues dist.  
Lat. Obs<sup>d</sup> 33<sup>o</sup> 42' N  
Ther 79<sup>o</sup> . . . . . Long. D.R. 51<sup>o</sup> 30' W.

Tuesday 14 14 Days.

Light airs from South<sup>d</sup> all this day. Standing under all sail, head to East. - The Brig Paeolus in sight to the North at noon 3 or 4 Leagues distant.  
Lat. Obs<sup>d</sup> 33<sup>o</sup> 48'  
Ther 80<sup>o</sup> . . . . . Long. D.R. 50<sup>o</sup> 15'

Wednesday 15. 15 days.

Light winds, between S.E. & S.W. all the day. Weather clear & pleasant. Standing to S.E. - The Brig Paeolus in sight E.N.E. 5 Leagues. Lat. Obs<sup>d</sup> 33<sup>o</sup> 21' N  
Ther 81<sup>o</sup> . . . . . Long. D.R. 49<sup>o</sup> 00' W.  
Variation for Amp. 14<sup>o</sup> W.



Brig Malta from Boston towards West

Thursday 16<sup>th</sup> 16 Days from Boston.

Had a continuation of light air from SW all this day - smooth sea & clear weather. At 8.30 AM Long. by distances with Sun & Moon.  $12^{\circ}$  was  $47^{\circ} 16'$  West. At noon the Pictolus was dist from us 3 Leagues. Eby. S. Lat Obs.  $32^{\circ} 12'$  N.  $1^{\circ}$  Mer.  $80^{\circ}$ . Long from Sun.  $47^{\circ} 12'$  W.

Friday 17<sup>th</sup> 17 days from Boston.

Had light air from NW. & Calm throughout this day - Steering to the South. Long. at 8.30 AM. was  $47^{\circ} 52'$  West. At noon the Pictolus bore S. by E. 1 League dist.  $1^{\circ}$  Mer.  $80^{\circ}$ . Lat. Obs.  $32^{\circ} 01'$  N. Variation of Comp.  $14^{\circ}$  W. Long. by Sun.  $47^{\circ} 50'$  W.

Saturday 18<sup>th</sup> 18 Days.

Had a light air from the North till towards evening when it freshened a little & got into N.E. where it continued through the night, inclining more to the East. Towards noon weather clear & pleasant. The Pictolus was fairly beaten last night - She was on our lee quarter this morning 3 Miles dist. At 8.00 AM we hauled up S. by E. At noon she was hull down to the W. N. W. of us. Long. by Lunar at 8.30 AM was  $47^{\circ} 33'$  W. Lat. Obs.  $30^{\circ} 26'$  N.  $1^{\circ}$  Mer.  $80^{\circ}$ . Long. from Sun.  $47^{\circ} 30'$  W.

Sunday 19<sup>th</sup> 19 Days

Had a pleasant gale from N.E. till after midnight when it got into Eby. S. & at 10 AM. fix'd S. by E. in a Squall - Ensign & Mast under all sail - Standing to S. W. Lat. Obs.  $28^{\circ} 00'$   $1^{\circ}$  Mer.  $86^{\circ}$ . Long by Sun.  $47^{\circ} 00'$



Ulla ... towards Para.

Monday 20<sup>th</sup> July 1835.

Had a brisk gale from the E by S to E. S. E. all this day. with some light squalls during the night - Confused heavy sea. Logals full. - Steering to Southward.

Ther 80.

Lat. Obs.<sup>d</sup> 23° 58' North.  
Long by D.R. 47° 20' West.

Tuesday 21. 21 Days.

Had a strong trade wind from E. N. E. & flying clouds with some light squalls.

Steering to the S by E. -

Ther 81

Lat. Obs.<sup>d</sup> 22° 58' N  
Long D.R. 46° 40' W.

Wednesday 22<sup>d</sup>. 22 days.

Had strong trades all throughout this day from E. N. E. - Latter part set fore top mast steering sail - Steering South & S by E. Made a distance 210 miles.

Ther 81

Lat. Obs.<sup>d</sup> 19° 31' Nth.  
Long D.R. 46° 30' W.

Thursday 23<sup>d</sup>. 23 Days

Had a steady trade from E. N. E. with some light squalls. towards the latter part - Otherwise pleasant weather.

Ther 81.

Lat. Obs.<sup>d</sup> 16° 31' N.  
Long D.R. 46° 5' W.

Friday 24. 24 days.

Pleasant gales from E. S. E. & fine weather throughout - Steering full by S by E. under all sail.

Ther 81

Lat. Obs.<sup>d</sup> 14° 24'  
Long D.R. 46° 00'



Brig Malta from Boston

Saturday 25 July. 1835. 25 days from Boston.

Had fresh gales from E by N. & Squall the most of these 24 hours. Steering S by E & South.

Ther. 81°

Sat. Obs. 11.32

Long. D.R. 16.00

Sunday 26<sup>th</sup> 26 days out.

We had a brisk trade wind between the East and N.E. till about 7 A.M. when the wind came round in a smart squall to the S.E. Latter part light air from E.S.E. & partially clear. Water discoloured. With strong currents rips. Steer. South. through the day. Dist. 195 miles.

Ther 81°

Sat. Obs. 8.19 N

Long. D.R. 16.00 W.

Monday 27<sup>th</sup> 27 Days.

Had a light breeze from East<sup>d</sup> until evening when it hauled to the Southward in a squall & continued in that quarter throughout the remainder of the day. Tacked & retacked several times to make touching.

Employ. Making a new awning.

Ther. 80°

Dist N.E. Trades.

Sat. Obs. 7.23 N

Long. D.R. 15.50 W.

Tuesday 28<sup>th</sup> 28 days.

Began with light breeze from the S by W. Standing to S.E. - (at 7 P.M. light winds from the S by S. Tack. to S.W. - Wind contin. Moderate from S.E. throughout the day - Steering to S.W. Strong current rips.

Ther 80°

S.E. Trades

Sat. Obs. 6.43 N

Long. D.R. 16.25 W



Towards Para. North Coast of Brazil.

Wednesday 29<sup>th</sup> 29 Days from Boston.

Began with light breeze from the S.E. to E.S.E. continuing till after midnight when it became squally with rain & light baffling air to the end of the day. — cloudy weather. No Obs.<sup>n</sup> for Latitude  
Sat. D.R. 5.34  
Ther. 79 — — — — — Long. D.R. 46.50

Thursday 30<sup>th</sup> 30 Days.

Had it calm till 6 P.M. when a light breeze set in from N.W. by W. when it continued till towards morning when it hauled to the S.W. & remained there till near noon at which time it came out at South in a squall. — Sat. Obs.<sup>n</sup> 4.5!  
S.E. current — — — — — Long. Sun. 44.50  
Ther. 81.

Friday 31. 31 Days.

Light breeze from S.W. till evening when we had a dark squall from the S.E. which contin. a short time with a good wind from that quarter when it became nearly calm again & wind contin. light & baffling to the end of the day in Mostly Calm — Sat. Obs.<sup>n</sup> 4.10 N  
Had S.E. Current. Long. D.R. 43.56 W  
Ther. 80.30

Saturday 1 August. 32 days.

Began with light air from S.E. which increased to a brisk breeze by evening. — Ther. to P.W. — Late part light winds, Long by Sun. at 3 P.M. 44.30 W. — Sat. Obs.<sup>n</sup> 2.32 N  
Long. Sun. 45.30



Brig Malta from Boston.

Sunday August 2<sup>d</sup> 1835. 33 Days from Boston.

We had a pleasant gale from S.E. all this day. Steering to the S.W. by S under all sail. At 11 Am. Laid up S by W. At 3 P.M. Long. by Distances with sun & moon was  $45^{\circ} 30'$  W. On the latter part of the day Caught two porpoises.   
 *at 8*

Lat.  $0^{\circ} 52'$  North.  
Long.  $46^{\circ} 40'$  West.

Monday 3<sup>d</sup> August 34 Days.

Began with light winds from S.E. & E.S.E. Steering to the South. Close by the wind. At 1 P.M. Sounded in 20 fathoms water. half mud & half sand. At 3 P.M. Long. by Distances with sun & moon was  $47^{\circ} 50'$  West. giving us more than 30 miles Current west. As we drew in towards the Land the wind favoured & we steered up S.E. & S by S through the night in soundings regular from 20 to 15 fathoms at 8 O.K. P.M. But through the night we were all the time on broken ground - the least soundings 10 fathoms & the most 18. but continually changing bottom of fine sand. At 8.30 A.M. Saw *Halimias* S.E. by S. 4 Leagues. At 9 bore up for the Shoals. with a brisk gale from the East. & fine weather. At Noon were in Lat.  $29^{\circ}$  miles South. 3 Leagues from nearest Land.

Tuesday 4<sup>th</sup> Under all sail steering to the N. for the Breakers. At 2 P.M. Saw them & at 3 were in fair Channel way. At 4 P.M. were inside the large Sand Spit off Point Lizard. At 9 P.M. the tide being nearly done I came to an anchor in Bay de Sol in 6 fathoms water S.W. of the Bottom.



No. 1000. Para.

At 4.30 A.M. again weighed with a light breeze from  
the East. & stood to the S.W. up the River. - At daylight  
saw two Brigs & a Schooner laying at anchor off Colares.  
At 8 A.M. came up with & spoke a Brig Packet from  
Manaham. It came under Brazilian Colors. In Oct  
9 A.M. opened Bay St. Anthony. & met the ebb tide  
strong. I was preparing to bring to anchor when a brisk  
breeze set in from East. with Du-light we reached up as  
some distance above ~~Point Pinheiro~~ <sup>Point Pinheiro</sup> where we anchor.  
At noon I saw a Brig of War at Pinheiro.  
I sent the Boat on shore & got a quantity of Grass.  
In the Evening At 3 P.M. weighed again and after a deten-  
tion of 1 hour at the Fort arrived at 5.30 P.M. at  
Pance. - Vessels here belonging to U.S. States  
as follows - Brig Mercator, Town of Salem. in  
Schooner William Penn, Appleton. & Brig Fair Amer-  
ican Capt. of ditto. Brig Amythast  
of ditto. Brig Isabella Crane of New York. and  
Brig Two Sisters of Boston. -  
There is likewise now laying before the City. The  
~~Steamer~~ <sup>Regatta</sup> ~~Regatta~~ <sup>Regatta</sup> & 3 other Brigates.  
all under the Brazilian Flag. Also some smaller  
craft, making a pretty strong force under the  
command of Com-madore Taylor an English  
man - Also the English Sloop of War Race  
Horse, & a Portuguese Sloop of War -  
The whole City are now under Arms both day  
& night & all parties united against the Indian  
Population who have sworn to enter the City &  
massacre the whole white population &angers  
as well as others. In Sept we have no United States  
Vessel here to protect our lives & property, but must be  
indebted to other Nations for those securities which our  
parsimonious Government have repeatedly denied  
the trade to this Port. - Commerce is completely  
at a stand. No Produce to be had, & none expected  
at present -







1635.

Monday August 11<sup>th</sup>

Discharg. 2 Launch here  
of some. met with one of the crew of the *Marta* of  
last voyage whom I shipped in Syam, but who was  
impr. into the Brazilian Service in Rio when on  
ship's duty on shore - As he made it appear that his state-  
ment was correct, I paid him the balance of the wages  
then due him - He produced this day. -

I sent in a petition to the Government requesting that  
under the present embarrassing condition of the Com-  
merce of the Country, they would allow me to go  
up to Comata with the Brig & purchase Crocod  
that place with the understanding that I am to re-  
turn with it here & pay the duty. As yet I have  
received no answer -

Wednesday 13<sup>th</sup>

Loaded my launch with boards this  
Morning with the intention of discharging, but the Guard  
more came off & gave notice that no business would be done  
at the Custom House & I was obliged to discharge the Launch  
again - Employ. getting new top Sails Backstays & containing  
to Sails rigging -

On the afternoon of this day we received  
notice of the approach of the enemy by a black slave who  
escaped from them after being wounded in the arm & having  
one side of his head laid open by a sword cut - He reported  
them at a place called Nazara distant 4 miles, and when  
asked if they were numerous, answered by pointing to the  
leaves on the trees - The alarm spread & in two minutes  
the whole city was in confusion & uproar - Boats were sent out  
& very many respectable families embarked - Others only shipped  
their money & other valuable property, & held themselves  
ready to flee at a moment's warning - Troops were sent  
from the English & Portuguese Ships & were busied  
in our enemy at hand to oppose them - They returned  
on board again & the night passed away quietly -



I had previously embarked upon them, I and  
of my friend Doag<sup>ms</sup> R. Herrera, with some others  
of his, & we all slept on board the Brig —

On the Morning of the 11<sup>th</sup> another shout was given  
that the Indians were not far off which was instantly  
followed up by a desperate rush to the different landings  
to endeavour to save themselves on board the Vessels in Port.  
The Enemy however did not appear, yet many people went  
off to the Vessels as being more secure — After the elapse of  
an hour or more & people had began to recover a little  
from the fright of the Morning I could distinctly hear the  
report of Musketry & in a Minute more rockets were sent  
sent up from the Palace as a Signal to the Men of War  
that the enemy were advancing on the Town. There  
could now no longer be a doubt remaining but their intention  
was to attack the City, & put their threat in execution by  
Massacring every person, man woman & child that wore  
a white Skin — Troops were again landed from the English  
& Portuguese Ships of War, with all possible dispatch —  
but their means of communication had been so tardy, or so  
badly concerted, that before the troops from the Vessels had time to form  
a junction with the City police, the enemy had advanced  
into the middle of the town & taken possession of many strong  
positions — The English party to the number of about 80 or 90  
persons well trained to arms landed to protect the house &  
property of the Messrs Campbells where were also assembled  
most of the English & Americans in Port because of the security  
protection afforded them by the above force. Boats being held  
in readiness to embark at the shortest notice. The Enemy were  
promptly, ~~and~~ after the troops had once formed, but the  
advantages they had obtained at the first onset, it was  
impossible to deprive them of & the only hope  
was to keep them from making farther progress on the  
Town — The fighting was kept up round the corner of Street  
& City until dark when it ceased for this day —  
In the mean time I had my Cabin & deck full of people  
looking on from the shore — Finding the balls to



at 1 P.M. I unmoored and dropped outside of the Viper of War.  
the other Merchant Vessels following my example  
August 15<sup>th</sup>

Daylight was ushered in by a tremendous  
of Artillery & Small arms & the boats were constantly em-  
ployed carrying on board the Vessels of War the dying and the  
wounded. At 11.00 all the Merchant Vessels again weighed  
their anchors & dropped down ~~the~~ below all the Men of War  
to be out of the range of the shot from a twelve pounder di-  
rected against them from an advantageous position obtained by  
the enemy on the high bank of the river by the church of St.  
Antonio. At 1 P.M. the enemy made a most desperate &  
bloody attack on the train, which they kept up until 2.30 P.M.  
when finding the place too strong they desisted, but the fighting  
was continued in other parts of the City till dark, when the  
hostilities again ceased & everything remained calm through  
the night.

August 16<sup>th</sup>

A little before daylight another bloody  
attack was made on the Train, apparently with a fixed  
determination to carry the place at all hazards. But the  
English Sloop of War Raccoon bringing her guns to bear  
on the side the train next the river poured in such a smart  
shower of grape & canister that they were obliged to con-  
fine their attack to the Street. After a hard fight of three  
or four hours they were obliged to draw off their forces, and  
leaving the inmates to inspire just courage. The Indians are  
the more resolute in their attempts on this place in conse-  
quence of its containing about 600 Bbls of powder & some  
pieces of ordnance & Musketry all which they are  
in want of. No advantage was gained by either side  
today, but many lives were lost. Principally by the Whites  
as the Indians fought from their strong holds & from  
bags of Cotton thrown up as breast works in some of the  
streets.



August 17<sup>th</sup>

P.R.U.

The work of death was again renewed with the break of day - The Vessels of War were all engaged in throwing shot into the houses where the enemy were supposed to be concealed, & all that could be done, was to prevent them from advancing on the palace.

I have had on board of my vessel since the commencement of this disturbance of Portuguese & Brazilians, 45 souls who had thrown themselves on my protection & charity.

This of course I could not refuse for a short time, but as I only had provision on board for two months for my crew - I found it necessary to make a statement of my situation to Commandeur Saylor of the Frigate Campiste from whom I received orders to send the Portuguese on board the Portuguese Ships, & Brazilians, on board the Brazilian Ships - I afterwards went on board the English Ship *Exeter* & saw Capt. Sir, Edward <sup>Horne</sup> ~~Smith~~ who kindly told me that as I was an American & there was no Declaration of War of my Country then he should take my Countrymen under his protection, & desired me to put the Brazilians into one boat, & Portuguese into another, & let the American Consul come with them to him, & he would dispose of them.

I went on shore at 4 P.M. in company with Cha<sup>s</sup>. Jenkins Esq. American Consul for the U. States. I sent a black to enquire the fate of my wardrobe, now in the wash amounting to upwards of one hundred dollars which I expected to lose - In the mean time we were in the Palace in doing which we were obliged to cross several streets which were constantly taken by the enemy in the morning, & evening - We however arrived in the Palace unharmed where we found the royal family & their attendants - After visiting several apartments containing the dying & the wounded, we took a turn in the Palace Gardens, which is surrounded by a high wall at the base of which a party were employed in digging a deep trench to receive the dead. At 5.30 P.M. we returned on board through a heavy shower of rain - The firing ceased in all parts of the town



Para.

and with the exception of a shot sent in occasionally by  
Commodore Taylor from a 32 pounder we had a pretty  
quiet night.

August 18<sup>th</sup>

Began with a brisk fire  
from both parties, but no advantage was gained by either  
side - The Indians have obtained a position from which  
they can hardly expect to be dislodged without the loss of  
many lives - This fighting round corners will spin out the  
contest for months unless there should be an arrival of troops  
to the relief of these cowardly Brazilians, who exercise their  
skills much better than their firelocks - At 10 AM I  
went again with Mr Smith the Am<sup>n</sup> Consul to the  
Palace to endeavour to get the President to issue an order  
to have the Custom House opened that every one might  
reclaim his own, before the Natives had advanced so far  
as to render it impracticable; but as there was no means  
of opening it except on that side next the enemy, the irre-  
concilable old man disapproved of the plan - I next suggested  
that as the Custom House & train were connected, a hole  
might be made through the wall large enough to admit  
a single person & the Custom H. doors unbarricaded & opened  
towards the Water without endangering the safety of either  
place - But this was also met by objections, frivolous indeed  
but not to be controverted - The fact is the President & his Party  
would gladly have it supposed that they are well men, and  
even anxious that the property in the Custom House should  
be secured by its respective owners, but at the same time  
have openly objected to their using the only means left them  
to effect that object - The consequence will be when the  
City is abandoned, as in my opinion it will be, the  
C. H. will be broken open & plundered & the owners  
must lay their claim where it will never be  
acknowledged or the Brazilian Government -

Commodore Taylor rode yard ropes this morn-  
ing for the purpose of hanging Binagre & three others  
his accomplices in this rebellion, which was to be



## Malta from Ancona

taken place at 10 AM. but from some notices of going  
perhaps it was suspended & the prisoners sent to their  
respective Ships again. One of the Brigades landed an  
18th Cannon & placed it to bear on the house of Edward  
who is now at the head of the party & whose house has  
been crowded with the insurgents since the second day  
of the attack. A few well directed shot soon made it  
untenable. After spending an hour or two at the  
Palace to no purpose I returned on board again -  
At this time the fire had much slackened in all quarters  
& thinking this a favorable opportunity to save some  
property in the house which as yet the enemy had not seen  
I hinted the same to the crew who willingly sprang  
into the Boat & pulled for St. de Petra. They went  
to the house & saved property to the value of 500  
dollars, without meeting with any accident.

Para is now indeed a heap of ruins. The  
Vessels of War have been constantly throwing  
shot into the town since the commencement  
of the disturbances, & a dreadful picture of the  
horrors of war is presented at every view.  
From where I now lay at anchor I have an unob-  
structed view up one of the principal streets,  
which is literally strewn with dead bodies of  
Men & horses. A distressing scene occurred  
on board of me today - One of the first families  
in Para took refuge on board of my Vessel. Their  
dwelling was near, or rather on the river side not far  
from the Train & was taken possession of the first  
day of the attack. The house of the lady's father was  
adjacent & they had embarked without him or with-  
knowing where he was. To clear these two houses of  
the enemy the Race horse threw in many shot  
particularly into the one last mentioned which  
leaving it quite open from the roof to the basement.  
The lady was standing on deck calmly viewing the



20<sup>th</sup> Dec.

distinction of their only home when a canoe came from the shore with two blacks who (not knowing that this lady with her husband & family were on board) when asked what news from shore, replied, that the lady's father was dead, as they had just seen his body with many others in a Cart going out of the Town. The sudden burst of agony from this poor Woman was heartrending.

Her husband exerted all his influence & finally succeeded in persuading her that it must be a mistake, & that the negroes had been deceived. About an hour after this she rose on her feet with a deathly paleness & cast a longing look to the abode of her parents, but whilst her eyes, agt. suffused with tears, were fixed with a ghastly stare on that once peaceful & happy spot, in hopes to catch a glance of her dear parents emerging from the now tottering ruin, a thirty two pound shot from the Racehorse disturbed its equilibrium, & the whole fabric fell with a dreadful crash to the earth. The poor Woman clasped her hands, & fell senseless into the arms of her husband.

August 19<sup>th</sup>

The parties by this time had broken open most of the stores & finding a large quantity of Cotton in Bags, converted them at once into breast works in the different streets. I got off many things from the house today, and my friend J. O. A. G. M. B. C. with the assistance of my men was enabled to save nearly all his property. - The fighting was kept up with renewed vigour & the cannonade from the ships of war was brisk & destructive.

At 8 P.M. the town was again attacked in a most desperate manner, which lasted until 9.30 P.M. when it was again for the third time relinquished. - The musket balls passed over our heads and through the rigging merely, but no one was hurt. - On the 19<sup>th</sup> part of this day, having occasion for some



## Malla at Para.

Shocks which I had landed a few days since & were stowed in a little veranda accessible by Water when the tide was high, I thought they might be got off with safety. Not wishing to send in the Launch until I had first ascertained whether the tide would admit her or not, I took the Jolly boat with two men & pulled in, but found there was scarcely Water sufficient for my small Boat. The boys got out of the boat & took each a box shock, but I found I was discovered by the Lynx eyed Scoundrels, for I was immediately fired upon, several shot, or balls striking alongside the boat not more than a yard from me & one coming into her which struck one of the timbers. This I picked up & pocketed, & mean to keep as a remembrance - The boys I had with me feared neither fire nor water, so we deliberately floated the boat over the flat & pulled safe on board again. I have had so many months to feed since leaving Boston that my bread begins to get short, & the idea got into the heads of the sailors that they were soon to come on short allowance of that article - Under that impression they came to me at 10 O.C. & volunteered to bring off 13 Bbls of flour, stored in the same building where the shocks were deposited, but under lock & key. To get this, it was necessary to enter from the Street, somewhat exposed to the enemy's fire, & root the barrels up to the Boat. - I at first objected strongly, but finding them seriously anxious to go, & wanting the flour very much, I consented & gave them the key of the Store, & away they went. It was not more than half an hour before the flour was safe in the Boat. After which as a sort of relaxation, I discovered with the glass, that they had gone up again, & were amusing themselves by, wresting the muskets out of the hands of the Soldiers & jerking round a corner at the Indians until one of them received a slight flesh wound just about the knee, where they thought it



Monte at Para.

advisable to come on board. — August 20<sup>th</sup>

The Campaign was kept up from the men of War & the Palace, & many fine buildings were quite ruined by their destructive fire — The fighting was carried on briskly with Musketry in the town, through the day, but as both parties have by this time pretty securely entrenched themselves, I presume but few lives were lost. As regard to this however, we receive no positive information — The American Schooner Choctaw of Newhaven arrived from Maranhão with a quantity of powder and other Merchandise — She was ordered to anchor close to the Old Corvette Regeneracion, — Mr. Dorrance, agent for the Messrs Corning of New York, came on board of me this morning, his vessel laying some distance below and sent in his boat in charge of 2 Blacks, with the key of his store with orders to bring off whatever they could lay their hands on of valuable property & they succeeded in saving considerable, without any molestation.

August 21.

This day has produced very little change in the aspect of things on shore — If any advantage has been gained, I think it must be claimed by the Indians — Mr Dorrance came on board of me again this morning, & sent in his boat with three Blacks to secure some more Merchandise in his store — They have succeeded in nearly loading the boat when one of them was shot through the leg by a person secreted in the house of the French Consul, & fell in the middle of the Street. He is Comrade, carried him to the Boat & brought him alongside — The moment I saw the wound, I was satisfied there was no hope for the poor fellow. I sent him in my Boat on board the Racehorse & that evening he died.



# Malta at Paris

The Indians have worn themselves out since yesterday. I have also got a 32 the gun mounted near St. Antonio's Church — The Portuguese Ship *Elisidad* arrived in 32 days from Oporto, with Wine & Salt. — I saw Mr. Smith the Am. Consul today who told me, he had found my Register & root, which gave me much satisfaction, as he had before said that it was left in his house, which, we were told, was afterwards plundered. —

Saturday 22<sup>d</sup>

Began with a brisk fire from all quarters of the enemy who during the night had gained considerable advantage. — I went on board the *Gen. Riga*, & purchased 4 Bags of Rice & 1 Bag of Beans — The people from that part of the City not in actual possession of the Enemy have been crowding into the Boats during the whole of this day & seeking refuge wherever it could be found. They seem now fully persuaded that the place will be given up, & are only anxious to secure themselves from the Brutality of the invaders — The Capt. of the English Ship *Racehorse* called alongside of me at noon & requested me to get under way & go down with the other Shipping where I should be more secure from the enemy's fire. Stating that he considered the place lost & should move down himself next, or during the night. I accordingly moved down the River & joined the other Gallees. — Soon after this had a proposal to take passengers to Maranhão — drew up & signed a Contract, that will in some measure indemnify me for my loss of property in the C. I. House. The insurgents, this day at 11 O.K. AM. on the pt. of St. Antonio, hoisted the Brazilian flag with a white flag underneath. Also the English, French & some other flags on 3 separate poles, under a heavy fire from



Malta at Para.

the <sup>2</sup>frigates — The American flag was not seen, and  
as comes we felt ourselves much sighted —

Sunday 23<sup>d</sup>

From the great advantages obtained  
by the Indians during the last two days, it was thought  
impossible to hold out much longer & finally was con-  
sidered a measure of prudence to embark them.  
While they had it in their power to effect a  
safe retreat & abandon the place altogether — They ac-  
cordingly embarked under cover of the night on board  
the Lt. Gen. Frigate Campista, Com. Taylor, &  
were followed by every white man, woman and  
child that could find a boat to take them off.

At daylight in the morning, such a scene of  
Confusion, Misery & despair, was scarcely ever wit-  
nessed — Thousands of poor people who had been un-  
der the necessity of remaining on shore not having the  
means, nor the influence to secure to themselves a place  
on board the Vessels, now rushed to the beach and  
flung themselves into the Boats, only anxious to save  
themselves from the cruelty of the Indians — At  
8 O'Clock AM. The Natives flying the Palace deserted  
hoisted the Brazilian flag, & rang the Bells in  
the Churches — A large number of peaceable inhab-  
itants, both Portuguese & Brazilian, remained in  
their respective homes or sought a Sanctuary in  
the Churches. but no situation could protect them  
from the wrath of these infuriated demons. They  
were all deliberately butchered both young & old.  
Many dead bodies floated by us today as the tide was  
making out — All the ships got under way together,  
amounting to upwards of twenty sail, & dropped  
down in the greatest possible confusion & terror.  
The Natives during the discharge some shot from  
their Piece at St. Antonio's, some firing over  
& others firing short but none taking effect.



# Malta at Para.

At 5 P.M. I anchored a little while but got under way again & dropped down below the  
& the <sup>bay</sup> out. where I joined the Brig "Mercator"  
Capt. Towne - Mr. Smith, the U. S. Consul having  
people to send to Maranhau on account of  
Martinez. I remained by the "Mercator" till the  
Morning when we got under way together and at  
10 A.M. 24<sup>th</sup> August. Anchored at the  
Island of Palicacas in company with English  
Portuguese, Danish, Spanish, & Americans,  
amounting to about twenty sail - Employed  
filling up my Water Casks building berths for  
passengers & getting my vessel in order for sea -

August 25<sup>th</sup> Employ. in filling Water & preparing  
accommodations for 125 passengers - The Schooner "Gey"  
arrived the 23<sup>rd</sup> at Night from Salem - I got from her  
today 6 Hams & 1 Bbl. Fish - We received a  
communication today from the President on board  
the "Compiesta" declaring the City of Para under  
a strict Blockade - Not having as yet obtained  
permission to proceed with my passengers to Mar-  
anhau, & being doubtful whether it was absolutely  
necessary or not, I went on board the "Racine"  
& took the Capt's advice, - He being of opinion  
that it would be the most prudent course  
I returned on board again & immediately got  
under way to join the "Compiesta" 24<sup>th</sup> at the  
about 20 miles above me, where I arrived  
at 4 P.M. in the evening - Whilst I was on board  
the "Racine" I had an opportunity of holding  
some conversation with Mr. Archibald Campbell  
who informed me that a Message had been  
down from the City under the sanction of the  
acting President Edwards, inviting all the  
foreigners to return & take possession of their houses  
with the exception of Portuguese & Bra-



Malta, Lower Para.

... who are to be expelled the Country forever

Wednesday 26<sup>th</sup> August.

I went on board the  
Regate Campista at 6 A.M. but before I could  
get my Permit signed I found the Vessel under  
way & dropping down the river. I hastily took leave  
of Capt. Manson and pulled for the Brig against  
a very strong tide, then distant about 2 miles and  
with hard work we reached her at 8 A.M.  
When I also got under way and at 10.30 anchored  
off Point Pinheiro in Company with the Camp.  
When I got my necessary documents for Maranhão

Thursday 27<sup>th</sup>

The Racehorse passed me at Pt.  
Pinheiro without heeding the blockading order  
of the President, & anchored about 3 miles above  
Campista. Capt. Appleton in the Will  
was disposed to follow her example, but  
seeing several Canoes brought too by the Hon.  
Regate he thought it not prudent to  
the attempt, & consequently came to an  
anchor alongside of me. At 2 P.M. I got  
a Canoe a small ox for which I paid 18 doll.  
and at 3 P.M. got under way & worked down as  
far as Chaparral Virada where I once more  
joined the fleet and at the request of my friends,  
who were afraid to leave the Portuguese ship, I  
that was conveying them down, I anchored close  
to the little Brig St. Antonio also bound to Maranhão  
and loaded with passengers. The Schooner  
Whoclow was here & the Capt. requested that I  
was not well acquainted with the navigation  
over the Shoals I would allow him to keep  
company, which I of course assented to with pleasure.



# Malta at Para.

At 5 Am I anchored a little way from the shore but got under way again & dropped down below the point where I joined the Brig 'Mercator' Capt. Towne - Mr. Smith, the U. S. Consul having people to send to Maranhão on account of Martinez. I remained by the 'Mercator' till the morning when we got under way together and at 10 A.M. 24<sup>th</sup> August. Anchored at the Island of Palicaca in company with English, Portuguese, Danish, Spanish, & American, amounting to about twenty sail - Employed filling up my Water Casks building berths for passengers & getting my vessel in order for sea -

August 25<sup>th</sup> Employed in filling Water & preparing accommodations for 125 passengers - The Schooner 'Gony' arrived the 23<sup>rd</sup> at Night from Salem - I got from her today 6 Hams & 136<sup>lb</sup> Fish - We received a communication today from the President on board the 'Campista' declaring the City of Para under a strict Blockade - Not having as yet obtained permission to proceed with my passengers to Maranhão, & being doubtful whether it was absolutely necessary or not, I went on board the 'Rackhorse' & took the Capt's advice - He being of opinion that it would be the most prudent course I returned on board again & immediately got under way to join the 'Campista' 24<sup>th</sup> at the point about 20 miles above me, where I arrived at 4 PM in the evening - Whilst I was on board the 'Rackhorse' I had an opportunity of holding some conversation with Mr. Archibald Campbell who informed me that a Message had been down from the City under the sanction of the acting President Edwards, inviting all the foreigners to return & take possession of their houses & goods with the exception of Portuguese & Bra-



Mallo, Lower Para.

...who are to be expelled the Country forever

Wednesday 26<sup>th</sup> August.

I went on board the  
Regate Campesta at 6 A.M. but before I could  
get my Permit signed I found the Vessel under  
way, & dropping down the river. I hastily took leave  
of Capt. Manson and pulled for the Brig again  
in very strong tide, then distant about 2 miles and  
with hard work we reached her at 8 A.M.  
When I also got under way, and at 10.30 anch.  
off Point Pinheiro in Company with the Camp.  
When I got my necessary documents for Maranhão

Thursday 27<sup>th</sup>

The Racehorse passed me at Pt.  
Pinheiro without heeding the blockading order  
of the President, & anchored about 3 miles above  
the Campesta. Capt. Appleton in the Will  
Dun was disposed to follow her example, but  
seeing some Canoes brought to by the  
Regate he thought it not prudent to  
make the attempt, & consequently came to an  
anchor alongside of me. At 2 P.M. I got  
a Canoe a small ox for which I paid 18 doll.  
and at 3 P.M. got under way & worked down as  
far as Chapam Virada where I once more  
joined the fleet and at the request of my superiors,  
who were afraid to leave the Portuguese ship & leave  
that was conveying them down, I anchored close  
to the little Brig St. Antonio also bound to Mar-  
anhão loaded with passengers. The Schooner  
Choctaw was here & the Capt. requested that  
I was not well acquainted with the navigation  
over the Shoals I would allow him to keep  
astern, which I of course assented to with pleasure.



Malta from Para Sou. Maranhão  
Friday 28 August 1835.

At 4 Am. took my gun  
I at 6. I found myself 8 or 10 miles below the  
other Vessels excepting the Choctaw, & Brig  
St. Antonio. — At 10.30 anchored off the Town  
of Cotari in 7 fathoms water. At 3 Pm.  
again got under way with strong breezes up  
the river, which caused considerable motion of  
the Vessel & brought many of my passengers to a  
very humble posture. I anchored again at 10  
o'clock off the entrance to Vigia river.

Saturday 29<sup>th</sup>

At daylight I again weighed  
& worked down as far as to bring the ship to  
bear E. & E. S. by Lingues. The sand spit in sight  
from the deck. Not having tide sufficient to  
take me out clear of the Shoals, I brought to anchor  
& remained till 3 Pm. The Choctaw and  
St. Antonio following my example —

Sunday 30. Sea calm.

At 3 Pm. weighed again and then  
went North half West, & north, as the wind would  
allow, and at 5.30, passed over the first Shoal  
in 3 1/2 fathoms. At 7 passed the outer Shoal in  
4 1/2 fms. — The Schooner Choctaw now set her  
fore sail, & bid us farewell, being bound for  
New York. Whilst we hugged the wind for  
Maranhão — then out until 4 Am. when  
I heeled to S. East. — At Noon Obs. in 9 miles Nth  
of Soundings in 14 fathoms. I continued  
standing to S. E. till midnight when I took  
the Northward in 13 fathoms. I continued  
for this to make short work, & found a great  
advantage in doing so —



Malta Lou.<sup>d</sup> Maranham.

On the 3<sup>d</sup> of Sept. in Lat. 25 South Spoke the Portuguese Brig Restoration 32 days from C. Porto bound to Para but on hearing the lamentable situation of things there the Capt<sup>n</sup> determined on going to Maranham & requested me to show him the way which I was able to do without losing any time as she sailed as well as under both wind —

On Friday 4 Sept. at Noon I was pleased to find myself in Lat. 1.2 South which placed me in the Bay of Surinasso — The Cook Scott had by some means got liquor from some of the passengers in the course of the evening & was very insolent & troublesome. I succeeded however partly by threats, & partly by persuasion in getting him forward & when all was quiet again I laid myself down to rest as it was not my watch till 8 P.M. I had not yet fallen asleep when I was called by Mr. Nabb who told me the Cook had been aft to the man at the Wheel using Mutinous language & carrying a long sharp pointed Carving Knife in his hand — He had then gone forward by order of Mr. Nabb — I advanced to the break of the Deck & called him, he came aft & again made use of the most violent, insulting & Mutinous language. My passengers were all highly alarmed for that their servants also, would imbibed the same spirit of disobedience, & feeling assured that something decisive was necessary to be done with out delay, I ordered him seized to the Main rigging & gave him one dozen lashes or his back with the end of the fore royal brace — After this I took him down, with his faithful promise never to offend again —



# Malta at Maranhham.

Saturday Sept. 5. 1835.

I worked this day so as to get sight of Pt. St. Juan, which promises a speedy passage, as in two days more I may calculate on being in Maranhham.

At 10 A.M. Spoke a Brig of War under the Brazilian flag with troops bound for Peru. Another Brig the Marquis de Pombal was also in company with stores for the Squadron at that place.

Sunday Sept. 6.

At 5.30 P.M. civil time I anchored off the Point de Area at Maranhham making my passage up in 8 days.

The Brig Restoration threw out a signal at 3 P.M. for me to lay by for her to come up. The Laving fallen considerably astern but under existing circumstances I should not have waited for the best friend in the world as I was sure she could not go wrong - I therefore did not notice her signal but hoisted a lantern for her as soon as dusk in the evening - She came in and anchored about half a mile outside of me - In the course of the night however she parted her chains, & having a pilot on board, she ran her several miles up the river, & brought to with a kedge & Lansen, under the lee of an Is. in smooth water.

Monday 7<sup>th</sup>

Having a Pilot on board we got under way at slack water, but as it was blowing fast with considerable sea we had nearly lost her anchor - It finally let go its hold after breaking some of the Windlass jaws & came up badly bent in the shank. I was glad however, to save it in any shape - It consequently the vessel being a cant.



## Halla at Maranhão.

14<sup>th</sup> Sept of us did not attempt to go in till afternoon  
when we found the wind more favorable and  
went in without any difficulty - 14<sup>th</sup> arrived on  
15<sup>th</sup> - The only American vessel in Port  
the Courier of Salem - Allen master -  
On the 9<sup>th</sup> arrived the Brazilian Corvette  
Regeneracion from Para with passengers and  
wounded soldiers - She had a passage of 9 days.

As soon as my vessel was clear of my passengers  
& their baggage - I discharged my boats and  
cleared & cleaned the Brig, Hall, which was  
in a most filthy condition - Employees  
sent canoes from shore to caulk the Brig out-  
side - The crew busy stowing up & putting  
the rigging in order for sea -

On the 15<sup>th</sup> the Brazilian Brig St. Antonio arrived  
from Para, having left there in company with me  
with 130 passengers - When they reached this place  
they had neither to eat or drink on board -  
On the 20<sup>th</sup> (Sunday) the Brig Carlew, Cheevers,  
sailed for Salado with a cargo of hides - Broke  
Messrs. C & L. G. W. Hayes & Brothers, & Mrs  
Newell.

Hides being at a high price here &  
the decline at home I have concluded to take  
Bills on England, as being preferable - Premium  
on Silver at 94 per Cent & Exchange 30/4 33 since  
the mill run - Arrived here yesterday a small  
English Brig from Newfoundland - She was  
bound to Pernambuco but having failed to proceed  
she was obliged to come in here -

16<sup>th</sup>  
The Brig Amythor arrived here from  
in 8 days - Brought up Mr. J. J. family -



1818

Wednesday 2d. Sept. 1815.

The English  
of these circumstances on a large scale, and  
John Henry Smith and Thomas, from Port  
with all the English Merchants that they could  
city that could be secured. It seems to be  
brought by the recent arrivals from a  
place that the Merchants have been in  
command of Com. Taylor permitted the English  
& Americans to return again to the city under  
the protection of the Royal Marines. They landed  
and found their property had not been  
so much plundered as had been previously  
remained at the city about a week. It had  
well treated by Edwards & his party. They  
were allowed to take away all their property  
excepting that in the Customs House which  
they would not allow to be opened. The place  
is represented as being in a shocking state  
and has been employed in burning the dead bodies  
in many places, yet the principal street  
yet strewn with putrefied corpses. They  
did not leave after the O.K. I was by that  
time nearly the whole population of the  
city could maintain them from a  
distance. In taking up their anchors, they  
were found upon by a party of  
the British. The British struck the  
British House & set on fire one of her boats.

It is said that the British, and Alexander also  
were in the harbor from Port Lader with powder  
for the ship which has lost them all.

Thursday 3d.

The British claim the right  
of the British to the harbor.



Journal James H. H. H.

Friday 25<sup>th</sup> Sept. ...  
Got underway at 9 AM and  
... with Hamilton. The ...  
Capt. Morrison went out about ...  
... to secure his protection  
...

Saturday 26<sup>th</sup> Sept. ...  
Made ...  
... at 1 AM we were in 47 fathoms  
... S.E. one hour & then stood again to N.W.  
at daylight saw the Corvée about 10 miles to  
North of us - At 10 AM ...  
... 4 leagues - At 11 AM spoke Brig  
Baltimore of Salem bound to Macao ...  
... also bound to Para - Saw another  
Brig standing in for Bay Lure but did not  
make out her colours -

Sunday 27<sup>th</sup> Sept. ...  
Had a brisk gale from E. S. E.  
this day. Weather clear without ...  
... to N.W. till midnight then ...  
... N.W. - At 4 AM had ...  
... till day light & ...  
... the neighbourhood of Castor Bay - ...  
... the coast. - At 6 AM saw the ...  
... 4 or 5 leagues to the ...  
... At noon Salinas bearing ...  
... leagues. Looked ...

Monday 28<sup>th</sup> Sept. ...  
In ... to ...  
... at 5 PM and at 4 PM anchored  
... off & ...  
... at daylight ...



Malta at Talacca Rio Para.

up & followed after the Campes  
Noon we were in the Channel but  
too far out to the N.W. - and out of sight  
Tajicow from Deck - At 1 P.M. got sight of  
breakers to the S.E. & haul. up L.W. At 2 P.M.  
were clear of the Shoals - At 5.30 P.M.  
Anchored at Talacca Is. - Among a fleet  
of 9 or 10 sail all ready for Sea

Tuesday 29<sup>th</sup>

Went on board the Cam-  
pista & presented my papers - Commodore  
Taylor endorsed my register - Asked  
permission to proceed to Comata to load,  
but was refused the privilege -

The Sch<sup>rs</sup> George sailed for Salem - wrote to  
Copeland & Loring & Messrs Hayes -

Wednesday 30<sup>th</sup>

Went on board the Cam-  
pista again & urged my right to proceed  
Comata. The President appeared to be more  
favorably disposed today - did not say yes  
or no - The Snail Fox is now making  
ravages on board the vessels here  
and at the Island Talacca - I landed yes-  
terday & also today a few minutes but, at  
only this small miserable object with  
the Contagion in its worst form met my eye  
I applied to the command of the Campista to  
vaccinate tomorrow

Thursday 3<sup>d</sup> Octob<sup>r</sup> - I left Talacca for Com-  
ata. Put on condition to stop at the Rio St. Anna  
& send a Company of soldiers - On no other  
condition would the President permit  
to go - He also offered to put on board



Matu. Marajo. Rio St. Anna.

to take on board. I got under way  
with the Pilot on board cleared the shoals  
between & bore up West for the Mouth of St. Anna  
the Marajo Is<sup>d</sup>. At 3.30 P.M. we had got  
to 10 fath. water, & from this it shoaled suddenly  
to 8. 6. 4. 3 & 2 fath. as fast as the lead could be  
run — put the helm to Starboard to haul off shore  
when the Struck. Several times & went off clear  
into 7 fath. water & came to anchor with  
the Mouth of the St. Anna bearing W by S <sup>3 miles</sup> & an  
instantly sent my Small Boat on shore requesting  
them to send & take away the troops — There  
was a government Schooner at anchor here at this time.

I left at Jatucoca the Dois Amigos Capt. C. H. Soares  
to sail for Maranhão on the 6<sup>th</sup> Inst. with passen-  
gers — obtained some furs of Soares to the amt  
of 1650 dolls & gave him bills on Lisbon at Maranhão.  
The Dois Amigos was formerly the Fredonia of Salem.

Monday 4<sup>th</sup> Octob<sup>r</sup>.

The wind was light in the morning  
& as they did not send a boat from shore to receive us  
according to agreement I hoisted the launch out  
& sent her in with a part of them & some of their baggage.  
She returned again at 10 O'Clock & I dispatched  
her again. but she was not able to carry them all.  
The Boat remained on shore till late in the afternoon,  
& the wind & flood tide both coming in strong  
she could not reach the Brig — I sent a small  
boat to her assistance, but she was all day  
up the river together — At 9.30 the small boat  
alongside, & at half an hour after midnight  
Launch reached us. — A boat from shore  
came off at same time & took away the baggage  
& the troops, & left me at liberty to proceed to Co.



Bill Miller's journal.

Monday 5<sup>th</sup> Octob. 1835.

At 4 Am. called anchor

& got under way with a brisk breeze. Still up the river under all sail. Leaving in channel from here to twenty fathoms. Healed at Noon 8<sup>th</sup> obs. in Lat. 1° 33' South.

Tuesday 6<sup>th</sup>

Began with light air from N.E. - Making but little progress under all sail being at this time nearly in the fork of Rio Negro & Rio Caimutha. At 5 AM anchored as we were not able to make head way against a strong ebb without wind. Lay at anchor through the night - & at daylight weighed again with a fresh breeze and still up of Rio & Rio C. for the entrance among the Is<sup>ls</sup> - Passed a small Brig of War called the Independence Station. At a narrow pass among the Is<sup>ls</sup> At Noon brought to anchor off the Town or Village of Comata. Went on shore & passed a few hours & found produce plenty but the people demanding high prices than I expected the world.

Wednesday 7<sup>th</sup>

Recd. my Visit from Custom House - purchased some Cargos. Cleared the hold way for taking in the Brig of War Castiga & set some men on board.



# Brig Mulla at Comala.

Thursday 8 Octob<sup>r</sup>

Had pleasant weather throughout  
many applications for passengers for Maranhão.  
At 3 O.K. P.M. there was a report that the Indians  
were near at Land. The troops were assembled  
& every necessary disposition made for defense,  
but no enemy appeared. One hundred men  
were sent out as a scouting party, who at sun-  
set had not returned. I took advantage  
of this opportunity & purchased the most of  
my Cargo.

Friday 9<sup>th</sup>

Took on board a Launch load  
Cocoa & some Licks. I found the Customs house  
disposed to exact the lawful duties & some-  
thing besides. One of the passengers who  
came with me from Marago, a Spaniard  
by birth, was seized by the police today while  
on duty on shore & conducted immediately to  
prison. He was charged with the Murder  
& Killing of a Brazilian in the time of the  
former President, Vinagre.

Saturday 10<sup>th</sup>

Shipped a Launch load  
of Cocoa. some Annatto & Indigo. B.  
A Schooner & gunboat sailed today for  
the purpose of affording protection to the  
people on the other side of the Isthmus and  
to cut off the means of attacking the  
town in the river.



# Brig Mulla at Comilla.

Sunday 11<sup>th</sup> Octob<sup>r</sup> 1835.

I remained on board all this day - Some people came off at 10 AM & brought information that the Indians had got possession of a place about 6 leagues below the Commanading, in some measure the navigation of the River - Engaged some passengers to Maranham -

Monday 12<sup>th</sup>

Employed purchasing Cargo and embarking Cocoa &c. Nothing new from the enemy -

Tuesday 13<sup>th</sup>

Shipped Cocoa & Castan Nuts, Annatto &c. -

Wednesday 14<sup>th</sup>

Some Malicious scoundrel went before the Collector of the Customs & denounced the Mulla as Laying produce on board that had not paid duty. It was reported to me almost immediately by the officer of the Ship who requested that I would make myself ready to abide the consequences of a search, being no less than the forfeiture of all the Cargo in case of any article Laying there clandestinely embarked - I told him I was ready at any moment to undergo the ordeal, but in the first place I must protest against the proceeding & claim heavy damages in case nothing should be found -



Mexico - Comala.

Thursday 15<sup>th</sup>.

A message was sent me informing me that my vessel would be searched at 9 O'Clock but no one came - The fact was the informer was a poor worthless fellow, who was not quite aware of the Laredo situation in which La Laredo placed himself & the government would not either would I accept his signature to any obligation without an enclosure - At Noon I was told that the Judge of the Customs would visit the Brig at 10 O'Clock merely as a matter of form & that I need not make myself in the least uneasy - At 3 O'Clock two men were brought in as spies from the enemy & were taken immediately to the public square & shot dead without leave or licence from any one - The Governor had sent an order to have them imprisoned, but the soldiers declared that no more of them should encumber the jail, & of their own accord sentenced & shot them in less than ten minutes from the time they were made prisoners - Yesterday we had information that the enemy had attacked a strong position about 4 leagues from this and had killed ninety out of one hundred men carrying the post at every point -

Friday 16<sup>th</sup> -

Every body was anxious to get away and I engaged more passengers than I could well accommodate, merely for the purpose of saving their lives - The Judge of the Customs issued an order that the Brig Master should be suffered to leave without molestation - No doubt looking out for place to leave his own head -



Brig. Malta at Comau.

Saturday 17<sup>th</sup>

Employ. taking of Cargo & freight - Passengers &c. They have been quite busy the last two days in throwing up entrenchments & making some little preparation for defence now the enemy are within two hours march of the -

Sunday 18<sup>th</sup>

In the course of the night a Boat came up from below & reported the ~~case~~ Brazilian Brig <sup>Emulation</sup> Leaving on board my good friend Jose Daniel da Silva from Maranhao - I waited all the morning tide for her arrival but notwithstanding the wind was fresh & fair. She did not make her appearance - At 4 P.M. fearing that some misfortune had befallen her, I went on shore & begged the authorities to take it into consideration & send, if possible, a force to ascertain her fate. I shortly received orders to repair on board the Brig Castagne 18 Guns with a verbal message to the Captain requesting him to send an armed Launch down the River to ascertain her situation.

Monday 19<sup>th</sup>

Employ. Shipping Cargo &c

Tuesday 20<sup>th</sup>

The Brig came up to Town & we got about without any injury excepting aged two sides -



From Co. to Toward Malacca - Isid -

Monday 29<sup>th</sup> Octob.

At 10 AM. after meeting with much  
difficulty at Custom House. I got my passengers all on board  
the vessel but could not get my pilot till afternoon  
as under way and we got down as far as we could  
about half a tide and anchored at 4 PM. - Wright.  
Again at 11 PM at night. & Jack. down river with  
full confidence in my pilot who I was told was one  
of the best on the River Arrow. - At Midnight we  
were suddenly in the neighbourhood of a strong uppling  
I was told by the Pilot it was caused by a current. but our  
men into the net of it I lost the head & found only 2  
atoms water. - It was a shoal but she went clear -  
then after this we took her for the west. Shore - having stood  
very close over the Pilot order, the Brig put about. - I had  
the helm put down instantly. - She came to the wind & stop.  
- Having tried several expedients to get her round  
to no purpose. I lost over the head & found only 8 feet  
water. - (She was Land aground)

Tuesday 30<sup>th</sup> We got out a small anchor & were  
at 8 PM AM the flotation of clear - without any.  
but under way again & worked down in a short  
in one place leaving the channel so narrow between  
two Islands as left us scarcely room to tack. -  
At night we again weighed & got down below the  
mouth of the Soreapoo river -

Wednesday 31<sup>st</sup> Weighed at 9 AM and  
worked down about 6 miles when the current  
only on the edge of a dangerous shoal having a depth  
only 2 fathoms. - All hands being at the pumps  
instantly. - Lost all at once & although she had  
9 feet water. she did not strike but went  
clear making an excellent stern board.



Brig. Mulla at St. Saluoca.  
Monday 2. Nov. 1835.

We worked down nearly twenty miles of the Fleet at Saluoca seeing any thing to oppose our progress - This being however, standing in for the Land to get under way the tide had begun to make to the shore, I discovered at once a vessel under way on the opposite bank and standing in ~~on the opposite bank~~ apparently with the intention of intercepting me - I soon came to anchor & she did the same - Soon after she despatched a small Boat in the direction of the City. I fired a shot at her which however fell short - but she could approach no nearer on account of the tide - I remained about two hours at anchor when finding the wind favourable & the tide in I got under way - she fired another shot & a heavy volley of musketry - I came in chase, but after an hour or two & finding themselves dropping astern they returned to their haunt under the Land - I arrived at the Island Saluoca at 2 P.M. and went on board the Campese & enquired the affair of the Morning to Comodoro who ~~was~~ significantly shrugged up his shoulder, & asked me what I could do - I landed about 30 passengers & a little inclined, but my decks were yet covered with coaling - The ~~four~~ American Captain ~~was~~ having sold the vessel of the City, & was now bound for Marianham with passengers - The French Brigs were also here awaiting a reply to obtaining permission from the Comodoro to proceed to Comata. but I was assured by the latter that no permission would be granted. It would appear that the authorities at the place were resolved to let no vessel go up unless she was under the Brazilian flag - I landed and found that the small boat was still lying on the strand & about 20 slaves offered as passengers to me in a small boat - I bought Mr. Water & Bth Bond



Mella - some more Town - Maranhão.

English. getting ready for my voyage  
Maranhão - A Brazilian Schooner being ordered  
the President to cruise off Salinas. Commodore  
offered her as convey out of the River providing  
we pay half Pilotage or \$25.00 / which I paid  
without hesitation - Having arranged my business  
with the Custom house officers at S. Paulo who tried every  
method in their power to get me into difficulty, I got  
away at Midnight the 4<sup>th</sup> in company with the  
Amer<sup>n</sup> & Brazilian Schooner of war. -

Having arrived of Vigia we met two Vessels going up  
the Schooner were round & stood up with them, so I  
was left to get out of the River the best way I could. -

Nov. Passed the Shoals in 3<sup>rd</sup> fast.  
Sailed at Noon to S. E. - having on board not less  
than 100 passengers who crowded the deck & made it almost  
impossible to get fore & aft - The Fair Amer<sup>n</sup> in Company.

We were under the necessity of getting all our  
spare spars outside the vessel for the purpose of  
giving more room on deck. but I found it  
presented a rough exterior, & offered much resistance  
to her sailing - The Fair American soon left us -  
& we made the best of our way up the Coast -

The wind was generally moderate, but acted  
as contrary as any Queen, favouring me when  
I had reached so close to shore that I was ob-  
liged to tack off - & so after standing for an hour  
two or three times the wind would lead me  
off at sea - for two days I was driven this way  
& made no progress - At length however  
we arrived in the Bay of St. Marcos after ten  
days passage from S. Paulo - Spoke the Brig



Malla at Maranham.

Isabella of New York. Capt. Crane  
of Maranham & bound home -  
to be reported - Capt Bayley of Schooner  
Charlestown of Salem (sold) was passing  
in the Isabella -



Journal of the Ship "The American" to Boston.

Monday Nov. 30<sup>th</sup> 1835.

Got under way at 6 AM.  
Shed out of port with fresh gales from N.E.  
Passenger for Boston Mr. Benjamin Upton of Salem.  
At Noon St. Marcos bore S.W. by S. 3 Leagues -

Tuesday Dec. 1.

Fresh Breeze from E.N.E.  
Keen under all sail to the North. At 6 PM.  
Stacilume bore S.P.W. 5 or 6 Leagues - At  
10 PM. Steer. N.N.W. & kept so throughout  
the day. Good Weather.

Lat. Obs.<sup>d</sup> 00° 05' N.

Long. D.R. W. 45° 30'

Left the Fair American, Willis & Brig Patriot Dean  
Uncertain - William Pinn, Appleton just ar-  
rived. Was discharging Cargo -

Wednesday 2<sup>d</sup>

Had fresh gales & squally  
Weather with rain throughout this day.  
Wind generally at N.E. -

Lat. Obs.<sup>d</sup> for Lat.

Long. D.R. 46° 50'

Thursday 3<sup>d</sup>

Had squally weather & rain all  
this day. Split the fore top Sail, fore top Gall. sail  
& Main Sail. Continued rain -

Lat. Obs.<sup>d</sup> 41° 36'

Long. D.R. 48° 30'



Malta, from Marienthal to Boston

Friday 4<sup>th</sup> Dec<sup>r</sup> 1835.

Had light breezes from N.N.E. to N.E. all  
this day - Steering to N. West. under all sails.

Lat. Obs. 6.30  
Long. by Acc. 52.30

Saturday 5<sup>th</sup>

Had light airs from S. East  
& good weather throughout this day - got the  
sails repaired & put on their places -

Lat. Obs. 7.40  
Long. by Acc. 52.00

Sunday 6<sup>th</sup>

Had light airs 'til after mid-  
night when the breeze freshened from the E. &  
contin. to the end of the day with good weather.

Lat. Obs. 8.53  
Long. D.R. 53.10

Monday 7<sup>th</sup>

We had a brisk trade from East  
all this day, with light rain squalls - Steering  
to N. West. D. R. by M.

Lat. Obs. 11.01  
Long. Acc. 54.30

Tuesday 8<sup>th</sup>

Fresh Trades from E. N. E. and  
Squally Weather throughout - Steering to N. West.  
At 3 P.M. saw a ship steering to West. and at 10 A.M.  
saw another on Weather gauge steering West.

Lat. Obs. 13.22 N.Y.  
Long. D.R. 56.10 W.



Multa Tow<sup>n</sup> Boston.

Wednesday 9<sup>th</sup> Dec<sup>r</sup>

Had a continuation of  
fresh trades from E. N. E. and good weather  
Steering NW by N. & N. W. - all sail -  
Lat. obs. 15. 45 N  
Long. DR. 57. 30 W.  
Ther 81 -

Thursday 10<sup>th</sup> Dec<sup>r</sup>

Had a fresh trade with  
squalls of rain throughout - Steering N. W.  
Low Gulf Wind, fresh time  
Lat. obs. 18. 11  
Long. DR. 58. 20  
Ther 80 -

Friday 11<sup>th</sup> Dec<sup>r</sup>

Had steady breezes from N. by E.  
& E. N. E. throughout this day. - Steering to N. W. by N.  
At 9 Am. Long. by Lunar Distances 62. 00 W.  
Lat. obs. 20. 43 N  
Long. DR. 59. 40 W.  
Long by Lun. 62. 10 "  
Ther 79.

The wind came round on the 12<sup>th</sup> to S. by E.  
& continued until the latter part of the 13<sup>th</sup>  
when it got into the S. W. & W. S. W.  
At 14<sup>th</sup> Had the wind at W. S. W. till  
the midnight when it went to N. W. with  
with squalls -

Saturday 15<sup>th</sup>

Winds at N. W. moderate  
still towards latter part when we had brisk  
gales at N. W. - Lunar obs. at 10 Am 64. 57  
Ther 72 -  
Lat. obs. 20. 31  
Long obs. 65. 3



Malta from Haranham  
Wednesday 16<sup>th</sup> Dec.

Had fresh gales  
& Squally Weather - Wind between N. & W. & West throughout the day. Steered N. & S. Saw a Schooner Starg South on the 10<sup>th</sup> part of day. Latter part saw a large ship going South.  
Ther 73. Lat. Obs. 30.15  
Long. Acc. 66.04

Thursday 17<sup>th</sup> Had fresh Gale from N.W. nearly all this day. - Steered to N.N.E. till 6. & when wore to S.W. - Wind moderate, flying clouds -  
Ther 64 Lat. Obs. 31.33 -  
Long. DR. 65.30 -

Friday 18<sup>th</sup> 18 days out. Had winds rather light, & varying between the North & N.W. Weather partially clear, with light squalls of rain at intervals steering to the Westward -  
Ther 62 Lat. Obs. 31.48 N.  
Long. DR. 66.15 W.

Saturday 19<sup>th</sup> 19 days out. Light breeze from N.E. & S. - fair weather - Steered N.W.  
Ther 65 Lat. Obs. 32.42  
Long. DR. 67.15



Ten<sup>th</sup> Boston.

Sunday 20<sup>th</sup> 20 days from Maranham.

Good light winds from South West to West N West & pleasant weather throughout. Steering to N.W. & North. - Ends light squalls. Wind baffling & unsteady.

Thru 40 -

Lat. Obs. 33° 30' N.  
Long Obs. 68° 45' W.

Sunday 21<sup>st</sup> 21 days -  
Light winds from South West to West N West & pleasant weather throughout. Steering to N.W. & North. - Ends light squalls. Wind baffling & unsteady.

Lat. Obs. 34° 30' N.  
Long Obs. 69° 00' W.

Monday 22<sup>nd</sup> 22 days -  
Light winds from South West to West N West & pleasant weather throughout. Steering to N.W. & North. - Ends light squalls. Wind baffling & unsteady.

Lat. Obs. 35° 30' N.  
Long Obs. 69° 00' W.

Tuesday 23<sup>rd</sup> 23 days -  
Light winds from South West to West N West & pleasant weather throughout. Steering to N.W. & North. - Ends light squalls. Wind baffling & unsteady.

Lat. Obs. 36° 30' N.  
Long Obs. 69° 00' W.



Malta, from Maranham.

Thursday 1st May 1851  
Left Maranham at 10.15 AM. The weather was  
pleasant & the sea calm. We arrived at Malta at 1.15 PM.  
The first thing I did was to go to the Custom House  
to see the Collector. He was a very kind man & showed  
me all the things I wanted to see. He also gave me  
a letter to the Governor. I then went to the  
Museum & saw the various collections. I was  
very much interested in the natural history  
collections. I then went to the Library & saw  
the various books. I was very much interested  
in the books on the history of Malta.

Friday 2nd May 1851  
Left Malta at 10.15 AM. The weather was  
pleasant & the sea calm. We arrived at Maranham at 1.15 PM.  
The first thing I did was to go to the Custom House  
to see the Collector. He was a very kind man & showed  
me all the things I wanted to see. He also gave me  
a letter to the Governor. I then went to the  
Museum & saw the various collections. I was  
very much interested in the natural history  
collections. I then went to the Library & saw  
the various books. I was very much interested  
in the books on the history of Malta.

Saturday 3rd May 1851  
Left Maranham at 10.15 AM. The weather was  
pleasant & the sea calm. We arrived at Malta at 1.15 PM.  
The first thing I did was to go to the Custom House  
to see the Collector. He was a very kind man & showed  
me all the things I wanted to see. He also gave me  
a letter to the Governor. I then went to the  
Museum & saw the various collections. I was  
very much interested in the natural history  
collections. I then went to the Library & saw  
the various books. I was very much interested  
in the books on the history of Malta.



# Tow. Boston.

Sunday 27<sup>th</sup> Dec<sup>r</sup>

Began with light winds from the South  
with some drizzle & squally weather & hard rain - continued standing  
the East. & deepened our water to 32 fath. by 8 AM. PM  
At 9 PM the winds shifted to the West. & the weather became  
rather clear & cold by midnight - Steering to the N.E.  
At 1 AM. saw Cattle Neck & Gay Head lights nearly at the  
same time - Sailed by the wind to South. under a light &  
in tow up for Gay Head. at 8 AM. took a Pilot (Capt. J. J. J.)  
at 1 PM. anchored at Edgartown. Wind at N.W. in a  
gale - Weather very cold - Toward night made a signal  
to a Boat from shore and at 4 PM. landed - remained  
on board again at 7 PM. having made arrangements for  
leaving the sound in the morning for New Bedford.

Monday 28<sup>th</sup>

It blew fresh today outside of the New Bedford boats  
could not attempt - My passengers Mr. B. Weston & family being anxious  
as well as myself to get on to Boston - she chartered a schooner  
to take us to Fairhaven for which we paid 6 dollars - I left the  
schooner in charge - At 10 AM. the mate & we arrived in  
Fairhaven at 3 PM. - We remained there through the night  
Started at daylight for Boston, where we arrived at 10  
AM. in the evening of 29<sup>th</sup> December.



# Journal Mulla from 1836

On 3<sup>rd</sup> day of March. 1836. by the exertions of several merchants having vessels ready for sea cut a channel through the ice (which was then about 1/2 ft thick) & had her much thicker; from India up Liverpool Wharf & landed the Brig down to the Central Wharf ready for sea. — All the Southern part of the Harbour being strongly closed in with solid ice which had remained so near two months.

## March 4<sup>th</sup>. 1836.

Let under way at noon with wind at S.W. & stood down the Harbour. At 2.30 P.M. discharging the Pilot & started for Cape Cod with a pleasant gale from the S.W. — The Wind Landing to South I was induced to steer to East to pass to the North of George's Shoals.

## Sunday March 5<sup>th</sup>

We had pleasant gales from West & S.W. — Weather very stirring to S.E. On the 6<sup>th</sup> the wind got to N.E. & a heavy snow storm ensued which continued through the night with very cold weather. — Towards the latter part we began to feel a change in the weather got all the snow off deck.

## Monday 7<sup>th</sup>

Wind moderate at North. — Observed a heavy dense vapour rising in the morning from the surface of the Ocean. Tried the Thermometer & found the Water 28° warmer <sup>than</sup> the Atmosphere. — We had the vessel in the East by noon.

## Thurs 10<sup>th</sup> 6<sup>th</sup> 12<sup>th</sup>

We had much bad weather strong cold and light airs alternately. — but never sailing. Wind at N.E. to E. or S.W. to S. —



Township, Maranhão. (Brazil)

Saturday 12. March. 1845

Was more pleasant than any day we have had yet since leaving port. got up the main rope again. Unan all sail with a good breeze from the S.W. to South. Long by Luns at 10 o'clock Am was  $53^{\circ} 38' 40''$ .  
Lat. Obs.  $36^{\circ} 20' N$ .  
Ther. 70. Long at noon  $53^{\circ} 30' 10''$ .

Sunday 13.

Had a pleasant gale from South to S.W. with cloudy weather the most part of the day. Saw sail in the East<sup>n</sup> quarter 5 leagues dist. At noon weather was clear. Breeze under all sail. —  
Spied the mast of Schooner with the cap. — Lat. Obs.  $35^{\circ} 46' N$   
— quite fresh & bright — Long. D.R.  $50^{\circ} 49' 40''$   
Ther. 70.

Monday 14. March.

We had a pleasant gale from the S.W. nearly all this day. Weather clear & hot — steering under all sail to S. East. A fine further part light winds approaching to a calm — took in the jolly boat to repair the paint — We had a strong current setting to the Northward this day.  
Ther. 78. Lat. Obs.  $34^{\circ} 56' N$ .  
Long. D.R.  $49^{\circ} 30' 10''$

Tuesday 15.

Light dies set in at 6 o'clock P.M. from the South where they continue through the night. Weather pleasant. Winds a good breeze from S.W. — flying clouds.  
Ther. 69. Lat. Obs.  $34^{\circ} 50'$   
Long. D.R.  $48^{\circ} 20'$



Brig. Miller from Boston Nov. 11<sup>th</sup> 1834

Wednesday 16<sup>th</sup> March. 1834.

We had a gale from the S.W. & S.W. all this day. Weather calm until towards the latter part when it cleared. At 10 o'clock in the fore part sails. Steering to the S.E.

Ther. 69.

Lat. Obs. 33.56  
Long. D.R. 43.55

Thursday 17<sup>th</sup>

Had fresh gales from the S.W. & squally weather throughout this day. Under close reef. fore sails & fore course at noon. - hard rain - No observations.

Ther. 69.

Lat. Obs. 33.15  
Long. D.R. 43.30

Friday 18<sup>th</sup>

Began with strong breezes from the S.W. which by 4 P.M. had got into the west. and at 6 P.M. at North. - Sailed & Steered S.E. by S. through the night. Wind at S.E. and rain - At 8 A.M. clouds broke & discovered to us the sun - Steer. South. Made all sail.

Ther. 69.

Lat. Obs. 31.14  
Long. D.R. 42.00

Saturday 19<sup>th</sup> Trade Winds.

Steady brisk gales from E.S.E. Weather partially clear. Steering to S.W. At 10 A.M. saw a ship in the East<sup>n</sup> quarter.

Ther. 70.

Lat. Obs. 28.56  
Long. D.R. 42.30

Sunday 20<sup>th</sup>

16 days from Boston

Had strong gales from S.E. by E & good weather throughout. Steering to S.W. - A morning passed within a mile of a Brig standing to West. did not speak her.

Ther. 72.

Lat. Obs. 26.46  
Long. D.R. 43.15



Brig Malta Towards Marankam.

Monday, 21. March. 17 days from Boston.

Strong trade winds from East & Squally. Tumbled the top gall. sails & reefed the top sails. - More moderate on the latter part of the day. Made Sail.

Ther. 74

Lat. Obs. 24.05  
Long. DR. 43.15

Tuesday, 22. 18 days.

Strong Gale from East & Squally weather throughout this day. Steering to the S by W under all sail. Passed the Brig at 10 AM. Steering to West.

Ther. 73

Lat. Obs. 21.1  
Long. Lun. 40.32

Wednesday 23. 19 Days.

Had strong Gale from East by North. & frequent hard Squalls. Took in top Gall. Sails & reefed the top sails at 8 PM. Steering South & S by W.

Ther. 74

Lat. Obs. 17.55  
Long. by Lun. 40.30

Thursday 24. 20 days.

A continuation of strong Gales from E by N. & Squally weather with a high sea. - Steering South.

Ther. 75

Lat. Obs. 14.54  
Long. DR. 41.45

Friday 25. 21 days.

Strong Gale & Squally weather throughout this day. - Steering S by E. - Long. by Lun. at 10 AM. 41.38.

Ther. 76

Lat. Obs. 11.50  
Long. Lun. 41.39



Malta from Boston towards Narauham

Saturday 26. March. 22 days.

A continuation of Strong gales from E.N.E.  
& Squally weather throughout this day.

Ther. 77. Lat. Obs. 8.50

Long. D.R. 41.15

Sunday 27. 23 days.

Had Strong Gales  
& Squally weather throughout this day. Started  
at the 4 by E. We have had the winds so strong  
so much sea running since we took the trade  
Wind, that it has been utterly impossible to paint my  
Boats or do any other work customary before going  
into port.

Ther. 77. Lat. Obs. 5.52

Long. D.R. 41.00

Monday 28<sup>th</sup> 24 days.

Had fresh breezes  
from E.N.E. & Squally weather with light showers  
until 7 P.M. when we had a strong gust of  
wind of short duration & a copious fall of rain.  
After this the weather began to clear up and  
before morning had it quite clear and a  
fresh gale from the E.N.E. which continued to the  
end of the day. We have now got the S.E.  
Trade Wind, but when, or when we took  
them is more than I can tell.

Ther. 80. Lat. Obs. 2.45

Long. D.R. 41.10



# Diary at Maranhão

Tuesday 29<sup>th</sup> 25 days. Pleasant gales from the  
N.E. by E. and piling clouds. no squalls this day. —  
Steering to S.  $\frac{1}{2}$  W. — Lat. Obs. 00.05. Sth.  
Ther. 83 — Long. 41.46 W.

Wednesday 30<sup>th</sup> — 26 days.

Had light revivings from N.E. to E. S. E. & squally  
with rain. — Steering to the S.W. by S.  
Ther. 82 — Lat. Obs. 1.49 Sth.  
Long. 43.00 W.  
Sounded at 6 P.M. got no bottom with 95 fath. line —

Thursday 31. March. — 27 days.  
Steer. to N.W. & West  
through the night. having got soundings at 5 P.M.  
in 17 fathoms water. — Alter. my course to the West by  
North. & Steer. so through the night. — At daylight  
all was in sight but at 8 A.M. we saw the land  
extending from N.W. to N.E. — Weather squally  
with hard showers of rain. Sailed to the North.  
till near noon when the weather clearing so as to  
enable me to get sight of the land. wore ship and  
stood in to the South & East. — at 10 A.M. saw  
the island bearing S.W. 6 or 7 leagues. — The breeze  
freshened in the afternoon & we steered for St. Marcus,  
which we were up with at 5 P.M. — At 5.30 a Port  
came on board off the Point de Arca but the flood tide  
threw him so far about the entrance  
of Maranhão as to render it impossible to reach  
an anchorage this night. We therefore held on  
as well as we could till the turn of the tide when we  
came to an anchor in 12 fath. water with fore bearing S. E. & E  
miles distant



Brig. Mella at Manzanillo

Friday 1<sup>st</sup> April 1836. — At 2 P.M. we anchored  
off the City. The William Penn being the only American  
vessel in Port — She arrived on the 27<sup>th</sup> from Salina  
had not yet discharged all her cargo — At 9 P.M. the  
day a fleet of 13 sail <sup>Brigades</sup> of vessels sailed for Para carrying  
about 1500 soldiers & sailors with a new President for  
the purpose of retaking the Province or rather the City of  
Para — Many are of opinion that this force is wholly  
adequate to the enterprise, whilst others are confident of success  
on my own part I am by no means sanguine of any  
favorable result — The price of Flour has advanced to 22¢  
per Bbl. Exchange also has gone up to 36 pence —

In consequence of Holidays & I did not get my Cargo  
out until the 10<sup>th</sup> Inst — a most ruinous delay for which  
a stranger finds no remedy but patience — I then received  
visit. In conformity with the Customhouse regulations I  
my Stores with great exactness, & sent it to Mr. Season to  
a copy in Portuguese, but he, thinking that many articles  
of so trifling a nature as only served to swell the list, omitted  
many of them, & sent the Manifest to the Customhouse — When  
the officers came to search ~~it~~ as is customary after the vessel  
discharged, I found them complaining that many articles  
were not manifested, I insisted that they certainly were so  
but they produced Mr. Seasons Manifest, and I was then  
made sensible of his oversight — They immediately seized  
10 lbs of Salt, 40 lbs of Pickles, 2 fols of Sweetmeats, 3 doz. Almonds  
a Trunk containing about 30 Vol. Valuable Books, and  
2 doz. Box Havana Cigars. Amounting in total value  
to about 75 dollars.



Brio Malla from Maranhão to Boston.

Sunday 15. May 1836.

Got under way at 6.30 AM  
stood down towards the fort, but the wind coming out  
head I was obliged to anchor in quarantine ground  
wait another day. Two English Gentlemen (Messrs)  
Hall, & Mr. Blashfield.

Monday 16.

At 6 AM "Winged" & stood out the  
harbour - with pleasant breeze from South. A French  
2 Gun Brig came out at same time bound to Para  
the Brazilian 44 Gun Frigate Campista having  
on board Commodore Taylor, bound to Pernambuco  
& Rio - At 11 AM spoke the Brig Eagle. Dean  
0 days from Salem with 300 Bbls Flour, bound in see

Tuesday 17. 1 day out.

At 1 PM. Itacilum bore S.W. & Long S.  
Star. North till 6 PM when I altered my course to  
N.N.W. - At 9 PM Star. N.W. by N. - Pleasant  
Weather through the night & both ends of the day.  
Moderate Winds from E.S.P.

Lat Obs. 00.06' N.  
Long. D.R. 45.15' W.

Wednesday 18. 2 days out.

We had a pleasant moderate breeze  
from East. through the night with cloudy weather.  
Steering to N.N.W. in latter part light airs from the  
N.N.E. and cloudy with rain

Lat Obs. 1.50' N.  
Long. D.R. 46.00' W.

Thursday 19. 3 days out.

Had cloudy weather & rain nearly all this  
day - Made but little progress. No observation for the  
latitude - Steering to North. when the wind would  
permit - Caught 200 Lbs. of Good Water -



Friday 20<sup>th</sup> May 1836. 4 days.

Had a brisk Gale from the S.W. till towards evening when it subsided to S.W. & from thence to the N.E. by morning. Weather clear. Sailed to the N.West. At noon had light breeze E.N.E. & good weather.

Ther 82 -

Lat. obs 54.37 N  
Long. DR 47.00 W

Saturday 21. 5 days.

Had pleasant Gale from the E.N.E. and good weather. Steer. to N.W. under all sail -

Ther. 82 -

Lat. obs 5.33 N  
Long. DR 48.15 W

Sunday 22. 6 Days.

Had pleasant gales from the E.N.E. & good weather throughout the day. Steering to the N.W. all sail set.

Long. by Lunar at 3 P.M. was 48.44 W.

Ther. 82 -

Lat. obs 8.38 N  
Long. from Lun. 49.15 W

Monday 23.

7 Days.

A continuation of very fine weather. the light winds from E.N.E. Steering to N.W.

Ther 82.

Lat. obs 10.31 N  
Long. DR 50.10 W

Tuesday 24<sup>th</sup> 8 Days.

Steady winds from E.N.E. & good weather throughout the day. Steering N.W.

Ther 78 -

Lat. 12.26 N  
Long. 50.55 W



Wednesday 25<sup>th</sup> May. 9 Days.  
Pleasant gale from the  
N.E. till towards the latter part of the day, when  
the wind came to East with light squalls. - At 4 P.M.  
by Loran. 53.51 W. At 6 P.M. saw a Brig and  
aboard beam steering to the West. - Spied within a  
mile of her, but could not speak her. -  
Lat. Obs. 14.38 N.  
Long. D.R. 55.10 W.  
Thur. 76 -

Thursday 26<sup>th</sup> May. 10 Days.  
Pleasant Gale from East  
with occasional light squalls with rain. Steering  
the N.W. by N. -  
Lat. Obs. 16.48 N.  
Long. D.R. 56.35 W.  
Thur 79 -

Friday 27<sup>th</sup> May. 11 Days.  
Began with light breeze & fine weather  
but the night became squally with rain. Wind  
at S. East - Latter part a brisk breeze from S. E. by  
East flying clouds. -  
Lat. Obs. 18.54 North  
Long. D.R. 58.00 West.  
Thur 79 -

Saturday 28<sup>th</sup> May. 12 days.  
Pleasant Weather & Light winds  
from the S.E. throughout - Steering N.W. by W.  
Thur. 78  
Lat. Obs. 21.08 N.  
Long D.R. 59.16 W.  
Long - 59.06



Sunday 29<sup>th</sup> May. 1836. 13 days from Marseilles

Light winds from the S.E. all this day, weather clear. Steering to N.W.

Ther. 81 —

Lat. Obs. 22.37  
Long. D.R. 59.50

Monday 30<sup>th</sup> May. 14 Days.

Light air from the E.N.E. to S.E. Weather clear & hot. Steering to the N.W. by N. under all sail.

Ther. 81.

Lat. Obs. 23.46 N  
Long. D.R. 60.30 W

Tuesday 31. May. 15 Days.

Began with light winds from South. & clear weather. After midnight the wind came to S.W. & freshened. At daylight a Brig. Standing to the S.E.

Ther. 79. —

Lat. Obs. 24.48 N  
Long. D.R. 61.15 W

Wednesday. June. 1. = 16 days.

Moderate Breezes from West. throughout the day. Steering to N.W. At 6.30 Am. Rob. Allen whilst in the act of Lashing out, or spreading the guano deck awning fell overboard & was drowned. 6<sup>th</sup> rope broke which he was Lashing & he fell backward into the sea — Rob. Knowing how to swim, he rose to the surface & after making a strong effort to sustain himself for a Minute or so he sank to rise no more. The ship was sent immediately to his relief, but he had disappeared forever — He was a Native of Liverpool (England).

Ther. 79<sup>th</sup> —

Lat. Obs. 26.50 N  
Long. D.R. 62.12 W



Thursday June 2<sup>d</sup> 17 Days. Moderate breeze  
from the West, until towards latter part of the day  
when it came at NW by W. Pleasant weather.  
Ther 79°  
Lat. Obs. 28. 48 N  
Long. DR 63. 00 W.

Friday June 3<sup>d</sup> 18 Days. Light air & Calms  
throughout this day. - Weather clear.  
Ther 83° -  
Lat. Obs. 29. 24 N  
Long. DR 63. 05 W.

Saturday 4<sup>th</sup> 19 Days. Squally at 7 Pm. with  
good breeze from S.W. - Moderate at 10 Pm. &  
pleasant with light breezes - continuing throughout.  
trying to W. NW to get to West of Bermudas.  
Ther 76°  
Lat. Obs. 30. 5 N  
Long. DR 64. 10 W.

Sunday 5<sup>th</sup> 20 Days. Moderate breezes from the South.  
with light squalls & rain - Made but little progress  
many Calms - At 8 Am the Long. by distance with  
sun & moon was. 64. 25 W. -  
Ther 80°  
Lat. Obs. 30. 36  
Long. Lun. 64. 30

Monday 6<sup>th</sup> 21 Days. Light air & Calms all  
this day -  
Ther 79°  
Lat. Obs. 30. 47 N  
Long. DR 64. 50 W.



Tuesday 7<sup>th</sup> June 1836. 22 Days from Mac

Light variable winds until towards mid  
night when it had become stationary at S.E. and at 11  
had a fresh breeze from that quarter — Long by Lunar  
7. Am 65.37 W. Lat. Obs. 31.51  
Ther 78 — Long. Lunar 65.49

Wednesday 8<sup>th</sup> 23 days.

Had a brisk gale  
from the S.E. with considerable rain towards  
darker part. — It broke away at noon & we got the  
allitude  
Ther 78 — Lat. Obs. 34.38  
Long. D.R. 66.38

Thursday 9<sup>th</sup> 24 Days.

Had light winds for  
a few hours, but afterwards a good breeze from  
the S.W. to the end of the day. Steering NW  
Ther 76 Lat. Obs. 36.35 N  
Long. D.R. 68.15 W

Friday 10<sup>th</sup> 25 days.

Began with light wind  
from the South. but towards midnight it  
changed to the NW. & North. At 9 Am. shifted  
to N.W. saw a Brig. in the Northern quarter  
Long. by Lunar at 10 Am 70.3 W. Lat. Obs. 37.4  
Ther 76 Long. D.R. 70.5

Saturday 11<sup>th</sup> 26 Days.

Light air & calm through the night  
pleasant gale from South. from 6 to 12 Am. Spoke  
Brig Spartan of <sup>Duxbury</sup> Boston 28 days from Pernambuco. bound  
to Boston — Lat. 38.12  
Ther 80 — Long. 69.00



Sunday 12<sup>th</sup> 27 days.

Had a fresh gale from S.W. through  
the night - Steering to North - Morning wind  
W. Winds from West. Pleasant weather -  
Sounded at noon in 80 fath. fine sand -  
Th. 72. Lat. Obs. 40.15  
Long. 69.15

Monday 13. 28 days.

Fresh part light winds from  
S.W. & foggy - At 6 P.M. Sounded in 37 fathoms -  
white sand. At 8 had 45 fath. sand, small  
ground - being then in Lat. by Acc. 40.55 N. - At  
9 P.M. Land up N.W. & Steer. in for Cape Cod  
until 10 AM when the wind came at N by E.  
Looked to the N.W. & spoke the Brig Leticidas of  
Boston for Pictou - At 10 AM saw Chatham  
sailing W by S. - At noon Sailed off shore. Sailed  
the Vessels in company -

Tuesday 14<sup>th</sup> 29 days.

Clear with light winds from  
West. through the night - At 2 P.M. took a pilot for  
Boston and at 7.30 P.M. anchored off India Wharf.

June the 17<sup>th</sup> 1836. My dear wife departed  
this life after a long and painful illness - She  
was buried in the Cemetery at Westford.  
God rest her soul -



Brig Malla from Boston

July 12<sup>th</sup> 1836. I cleared at the Custom house for Maranham but the wind being at N.E. & E.N.E. could not go to sea. The wind continued fixed in the Eastern quarter sometimes blowing strong. I was detained at the wharf until Monday the 18<sup>th</sup> when the wind being at North I got my crew together & at 7 A.M. Cast off & stood down the harbor in company with over one hundred sail of vessels. At 10 A.M. It came calm, when we bore up & with boat ahead & towed into Mantasket Harbor where I anchored in 7 fathoms water.

Tuesday 19<sup>th</sup>

At 4 A.M. with a light air from the S.W. I got under way & stood to Sea. the wind freshened as we drew off from the land - At 6 P.M. the 20<sup>th</sup> account Cape Cod bore west by South 10 Leagues. At this time had a brisk gale from the S.W. by S. and at 10 P.M. Steer S.E. by S. & continued on course until noon when I steered S.E.

Sunday 24<sup>th</sup> 5 days.

The Wind had continued steady from the S.W. quarter until 2 P.M. of this day when it came out at N.W. with a heavy shower of rain. At 6 P.M. it was again at N.W. weather settled with a good breeze - Pleasant weather throughout with light winds from West.

Ther 81

Lgt Obs. 35. 10 10  
Long D.R. 55. 10 10

Monday 25<sup>th</sup> 6 Days from Boston.

Light winds from the N.W. all this day good weather. Steer to S.E. by E. Ther 79

Lgt Obs. 34. 35  
Long D.R. 53. 50



Tuesday 26<sup>th</sup> July 1836. 7 days out.

Light winds from West & NW with good weather - Steering S.E. by E. & S.E.

Ther 80

Obs. Lat. 33.37  
Long. D.R. 52.45

Wednesday 27<sup>th</sup> 8 days.

Light air & Calms - Made little progress - at 7 AM saw a Brig in the NW quarter - Steering to S.E.

Ther 81

Lat Obs. 33.14  
Long. D.R. 52.10

Thursday 28<sup>th</sup> 9 days

Light winds from South all this day - Steering to Eastward under all sail - clear weather

Ther 81

Lat Obs. 33.25 N  
Long. D.R. 51.00 W

Friday 29<sup>th</sup> 10 days.

Light air from South all this day - clear weather. Steering to E. & E by S. - We have experienced a strong N.E. easterly set the last three or four days.

Ther 80

Lat. Obs. 33.37 N  
Long. D.R. 49.55

Saturday 30<sup>th</sup> 11 days.

Light air from South & S.E. all this day with some light squalls of rain. At 5 PM saw Brig standing to the S.W.

Ther 80

Lat. Obs. 33.57 N  
Long. D.R. 49.00 W

Sunday 31<sup>st</sup> 12 days. Began with light air from South at 7 PM. Sack. to S.W. wind light at S.E. continuing throughout

Ther 80

Lat. 33.17  
Long. D.R. 49.20



"Matta" From Boston towards Mainanham  
Monday August 1<sup>st</sup> 1836. 13 days from Boston.

"Had a pleasant gale from East. all  
all this day - Steering to the S. E. & South. clear weather

Ther. 80

Lat. Obs. 31. 26 N

Long. Obs. 48. 20 W.

Tuesday Aug. 2<sup>nd</sup>. 14 days.

"Had a pleasant gale from  
the Eastward all this day. Steering to the S. E. and  
all sail - At 7.30 Am Long. by Lunar was 48. 10 W.

Ther. 79 - Lat. Obs. 29. 20 1/2 Long. Obs. 41. 00

Long. DR. 47. 00

Wednesday 3<sup>rd</sup>. 15 days.

Pleasant weather and  
moderate breezes from E. N. E. till towards latter part  
when the wind came to S. E. - At 8 Am Long by Lunar  
was 40. 54 W. - Same time saw a ship Steering to  
on weather beam -

Lat. Obs. 27. 6 N.

Ther. 79.

Long. Lun. 40. 58 W.

Thursday 4<sup>th</sup>. 16 days.

"Had very moderate breeze  
from E. N. E. by S. but good weather - & smooth sea  
Steering South by East.

Friday 5<sup>th</sup>. 17 Days. - Had light winds from  
East and clear weather nearly all this day. - Cloudy on  
the latter part. - At 7.30 Am got Distances with Sun  
& Moon which gave Long 40. 21. 30 W.

Lat. Obs. 23. 28

Ther. 78 -

Long. Lun. 40. 23 W.



Malta - From Boston, towards Maranham

Saturday 6<sup>th</sup> August. 18 Days

Light winds from the East & Large weather - some light rain squalls & Lightning in the N.W. quarter. Steering South. - At 8 Am. the Long. by Distances with Sun & Moon was  $41^{\circ} 16' W$ .  
With a strong current to the Westward the last day.  
Lat Obs.  $21^{\circ} 24' N$ .  
Ther  $80^{\circ}$  - Long. Sun.  $41^{\circ} 16' W$ .

Sunday 7<sup>th</sup> Aug<sup>r</sup>. 19 Days

Brisk trade, from the East all this day - Steering South. At 9 Am. saw a Schooner ahead about 2 Leagues, apparently waiting for us to come up - not liking her appearance I hauled up a point to avoid her - She was no doubt a friendly vessel as when she discovered that I did not care to speak her, she bore up to the N.W.  
Ther  $80^{\circ}$  - Obs. Lat.  $18^{\circ} 42' N$   
Long. Sun.  $41^{\circ} 30' W$ .

Monday 8 - 20 days.

Had a fresh breeze from the N.E. all this day - Steering for an all sail to the South - At 10.30 Am. Long. by Distances with Sun & Moon was  $41^{\circ} 21' W$ .  
Ther  $80^{\circ}$  - Obs. Lat.  $15^{\circ} 40' N$   
Long. Sun.  $41^{\circ} 21' W$ .

Tuesday 9<sup>th</sup> 21 Days.

Had a continuation of brisk gales from the N.E. by E all this day - with some light rain squalls. - Employed beating the rust from the all lower chain cable -  
Ther  $80^{\circ}$  - Obs. Lat.  $12^{\circ} 30' N$   
Long. Sun.  $41^{\circ} 40' W$ .



Wednesday 10<sup>th</sup> August. 1836. 22 Days.

At 1 P.M. the wind suddenly came on  
W. in a Squall, & continued from the Southern  
throughout the day. The very light and in fact, Calm  
all the latter part. — Lat. Obs. 12.00  
Ther. 82 — — — — — Long. DR. 41.30

Thursday 11<sup>th</sup> August. 23 Days. —

Light airs & calms till towards night when it  
came to a good breeze from the N.E. Steering S.W.  
Night set in dark & squally — got in light sails and  
standing sails — At 9 P.M. had a hard Squall from  
E.S.E. with sharp Lightning & heavy thunder —  
10 P.M. the weather more pleasant and wind in  
moderate breeze from E.S.E. Latter part of night  
weather cleared & a brisk breeze sprang up from  
S.E. indicating a S.E. trade — Ends Cloudy —  
Ther. 82 — — — — — Lat. Obs. 10.27 N  
Long. DR. 42.00 W

Friday 12. 24 days.

Light airs from the S.E.  
quarter & an occasional Calm with good weather  
throughout. Standing to S.West.  
Ther 81 — — — — — Lat. Obs. 9.42  
Long. DR 42.30

Saturday 13<sup>th</sup> 25 Days. —

Light airs from N.E. to S.  
& some rain squalls. Latter part pleasant weather —  
Lat. Obs. 8.37 N  
Long. DR 43.00 W



Sunday. 14<sup>th</sup> 26 Days.

Light winds from South to S.E.  
alternately clear & squally with rain showers -

Ther 82 — Lat. obs. 8.12 N  
Long D.R. 43.18 W.

Monday. 15<sup>th</sup> 27 Days

Had squally weather  
early all this day - from North until 8 P.M. when  
it came round to South & continued from that  
quarter, with much rain, & at times blowing fresh  
until towards noon, when it ceased raining and  
the clouds broke away & gave us an obs.<sup>n</sup> for the Latitude

Ther 81

Lat. obs. 7.29  
Long D.R. 42.20

Tuesday. 16<sup>th</sup> 28 days.

Began with moderate  
breezes from the S.W. At 6 P.M. the clouds threatened  
heavy squall from the Southward. Shortened all sail,  
but it did not produce much wind - weather thick  
raining till near midnight when it partially cleared  
wind inclined to East. of South. Lacked to Day.  
Morning had a good breeze from S.E. and flying  
clouds - Ends pleasant weather. Wind at S.E.

Ther. 82

Lat. obs. 6.24 N  
Long D.R. 42.50 W.

Wednesday 17<sup>th</sup> 29 days.

Had a pleasant gale from the  
S.E. all this day - Steady S.W. by S.  
At 11.55 A.M. Long. by alt. - with sun & moon was  
40.03 W.

Ther 82

Lat. obs. 4.00 N  
Long D.R. 40. 3 W.



Thursday 18<sup>th</sup> Aug<sup>r</sup>. 1836. 30 days out.

We had a good breeze from the S.E. all day & fine weather - Steering to the S.W. and all sail -  
Ther 82 - Lat. obs.  $1^{\circ} 57'$  N. W.  
Long. DR.  $41^{\circ} 20'$  W.

Friday 19<sup>th</sup> 31 Days.

Brisk trades from the S.E. to E. & E. and fine weather throughout this day -  
Steering to S.W. till 8 Am. when kept S.W. -  
Long. by Lunar at 1.45 Pm. was  $42^{\circ} 50'$  brought to noon this day is  $43^{\circ} 00'$  W.  
Ther 83 - Lat. obs.  $0^{\circ} 17'$  N.

Saturday 20<sup>th</sup>

Began with fresh trades from E. & E. & clear weather - Steering S.W. by 4. & 8. At 1.45 Pm. Long. by dist. Sun & moon. was  $44^{\circ}$  showing a westerly set since yesterday of 65 miles. I hauled up S by W & at 4 Pm. soundings in 32 fathoms - Sand & shells. - At 6 Pm. 28 fathoms with small pieces of red coral coarse sand & broken shells. At 8 when I considered myself up with Maran Luis Shoal Laid 20 fathoms - bottom, coarse grain coral, sand & shells all mix. in together. At 9 Got the Lat. by Star Lycia  $1^{\circ} 06'$  South - Shortened sail & hauled in S.E. by 9 & S.W. through the night. Having soundings from 24 to 18 fathoms - At 5.30 Am. up & steered in S.W. and at 9.30 saw Itacolumi bearing S.W. 24 or 5 leagues. - At 3 Pm. Anchored in the Port of Maranham - Brig Malaga & Saylor arrived two or three days previous.



I also found Mr. Harper here in a fine schooner  
from Alexandria which vessel he expects to see to the  
Brazilians — Capt Taylor brought out some freight  
& salted provisions for the Messrs. Allen of Salem  
goes from this to Cayenne for a cargo.

Para is again in possession of the Brazilians and  
they are doing what they can to reduce the Island of  
Marajo — business is reviving again, but provisions are  
very scarce & difficult to be had at any price —

The market here is quite overdone & much difficulty is had  
in making sales at any price — There is now about 4000  
13<sup>th</sup> flour in the place & although there has as yet been  
sales for less than 16,000 yds the bakers have a very  
large stock on hand & the article must be long before  
it is in first hands.

Saturday 27<sup>th</sup> August —

I have been all the past week employed  
in fruitless endeavours to get from the Custom House permission  
to discharge some part of my cargo, but to no purpose, as  
I was told yesterday that nothing could be done until  
next week — There is scarcely any thing more vexatious  
to a foreigner than the dilatory manner in <sup>which</sup> business is trans-  
acted at this Custom House & patience is the only  
remedy for this great evil — The Brazilian Packet  
leaving the Port of Baltimore & Salem sailed this  
morning for Para with provisions & passengers —

Sunday 29<sup>th</sup> — I had permission to discharge this  
morning but when I went about loading my baggage at  
the office presented me an order from the Fiscal requiring for  
adding it — I was therefore obliged to wait till to-morrow  
for my baggage — Also, the Brazilians this morning



& the Ship Born Inland for

Tuesday 30<sup>th</sup> August 1836.

After a detention of ten days during which  
Some of my Cargo has deteriorated in value & I  
am allowed to discharge - but was only permitted  
to land one Linnets load of goods.

This Place is now so much crowded with Shippers  
that the Custom House finds it very difficult to  
get through the business resulting from it - this  
morning at the Custom H. Quay - a large  
load of Goods from a Sardinian - One also  
from a Neapolitan - One from a Spaniard -  
One from a Belgian - One from an English - One  
from a Brazilian and one from an American  
making seven different Nations all discharging  
goods at one wharf & only one Crane for the  
accommodation - This is a circumstance that has  
never happened here before - Goods of almost  
every description are very low, & much difficulty  
is met with in making sales -

Thursday 1<sup>st</sup> Sept.

The Brig Isabella arrived

Yesterday from Para & brings favourable account  
of the state of that Market. - I have ordered  
consignees to clear me out for that place im-  
mediately -

Friday 2<sup>nd</sup> Had my papers in  
land and at 11 AM left the harbour in  
company with the Sardinian Brig Rustico  
latter bound for Pernambuco - Myself for Para  
Passengers Mr Harper, Capt. Moore, & his  
Steward -



Saturday 3<sup>rd</sup> Sept. 1836. Steer. to the North.  
till 5 Am. when I bore up to the NW, and  
at 11 Am. saw Lt. St. Juan Ill. 3 or 4 leagues  
Dist. 1.02 M.

Sunday 4<sup>th</sup>  
Steered to WNW till 9 Pm. with a  
fresh breeze from the ENE & N by E. - At 9 Pm. kept  
N by N. till 5 Am. when I hauled up to S. for  
the land. which I saw at 8 AM by which I found  
myself in the neighbourhood of Salinas Falsas. At  
11 Am. passed Village of Salinas & steer. for  
the shoals -

Monday 5<sup>th</sup>  
At 3 Pm. Steering W by N. and  
WNW in soundings varying from 8 to 12 fath.  
Made the Braganza Breakers - At 5 had passed  
through the channel & was opposite the dry sand  
spit - At 8 Pm. Anchored in 7 fath. water  
between Vigia & Colares Villages - At 3 Am.  
again weighed and stood up the River. Anchored  
at the Fort at 10.30 Am. & at noon and sent  
my papers on shore - When the boat returned  
I weighed again & at noon came too of the  
city of Para in 3 1/2 fath. water.

MB Mark in coming in by the Shoal left  
by the washing away of Paraguito Island. - Keep  
the Siler open by the fork to the right until you  
are nearly up with the sand island just below  
the Fort. then steer for the fort.



I found at Anchor at Para the Brig Roar  
Capt Knapp of New York & the Brig La Com  
also from New York, chartered by the Brazilian  
Government to bring Stores for the Troops at  
this place

I find there is very little business  
doing here at present. contrary to what I had been  
led to expect from the advices I received at Marajo  
harm - Money scarce & produce very high -

Sept. 10. We received accounts of the loss  
of the English Brig Santa Maria  
Capt Potter who was also killed - She was em-  
ployed in bringing Cattle from the Amazon on the  
Western side of the Island Marajo - having  
received on her Cargo of 125 Load for the supply  
of this place when she was beating down and  
most unfortunately struck on a sand bank &  
went to pieces -

Made sales of some of my Cargo  
at a small profit - Got my fore mast  
stripped & sent the top on shore to get a new  
triple tree, old one being rotten. Also the fore  
mast being defective it was necessary to have  
new one -

12<sup>th</sup> Arrived Brig Virginia, sailed  
from Maranhao with troops baggage  
&c. Consigned to Jose Daniel de Souza

The Frigate Regeneracion & three other  
smaller vessels of war sailed with the Rio  
today to attack Eduardo & his forces who  
has been supposed is in considerable force not  
distant & whose object is to endeavor to retake  
this City - The present President, Alencar  
is a man of too much decision of character  
to suffer himself to be driven from the place



the same old manner of his predecessor  
and a good one, save the fear of an assault.

14. Sept. Arrived the Schooner Laura  
Capt. Strickland (Brazilian), from Maranhão  
and 12 tons — with freight & passengers —  
Had a letter from Nelson on little import-  
ing American Vapors in Maranhão when  
the Laura left —

The Brig Volta Capt. Higgins Arrived from New  
York with supplies for Gov. — The Lar brought  
specia, & gone immediately into the market  
with it & paying high prices for them and other  
produce —

Sept. 30<sup>th</sup> The Brig Patriot Capt. Geo. Upton  
arrived from Salem with cargo. & 6000 dolls. specie  
having had a long passage of 54 days —

Oct. 6<sup>th</sup>  
The Brig Latona, Capt. Welland sailed  
for New York — wrote Mps. Geo. W. Thayer & Brother,  
& Mps. Copeland & Lovering —

Got my cocoa all on board (3200 and bag 1475  
lb. each) — & made preparations for taking  
in ~~Cocoa~~ Castanba nuts —

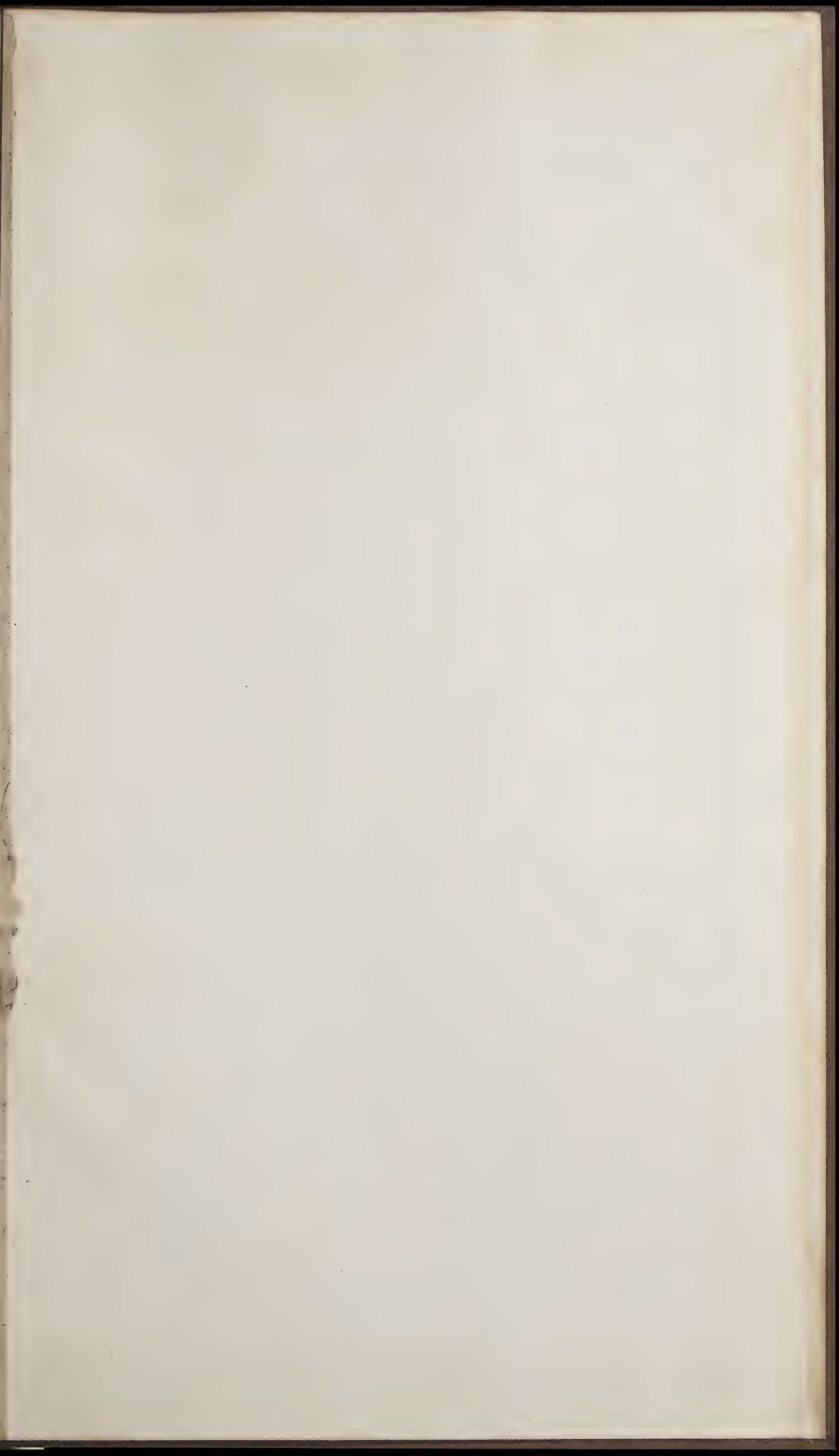
Oct. 9. Shipped 200 bags Nuts. —

" 9 — Sailed the Brig Virginia, Capt. Bailey  
for Pernambuco

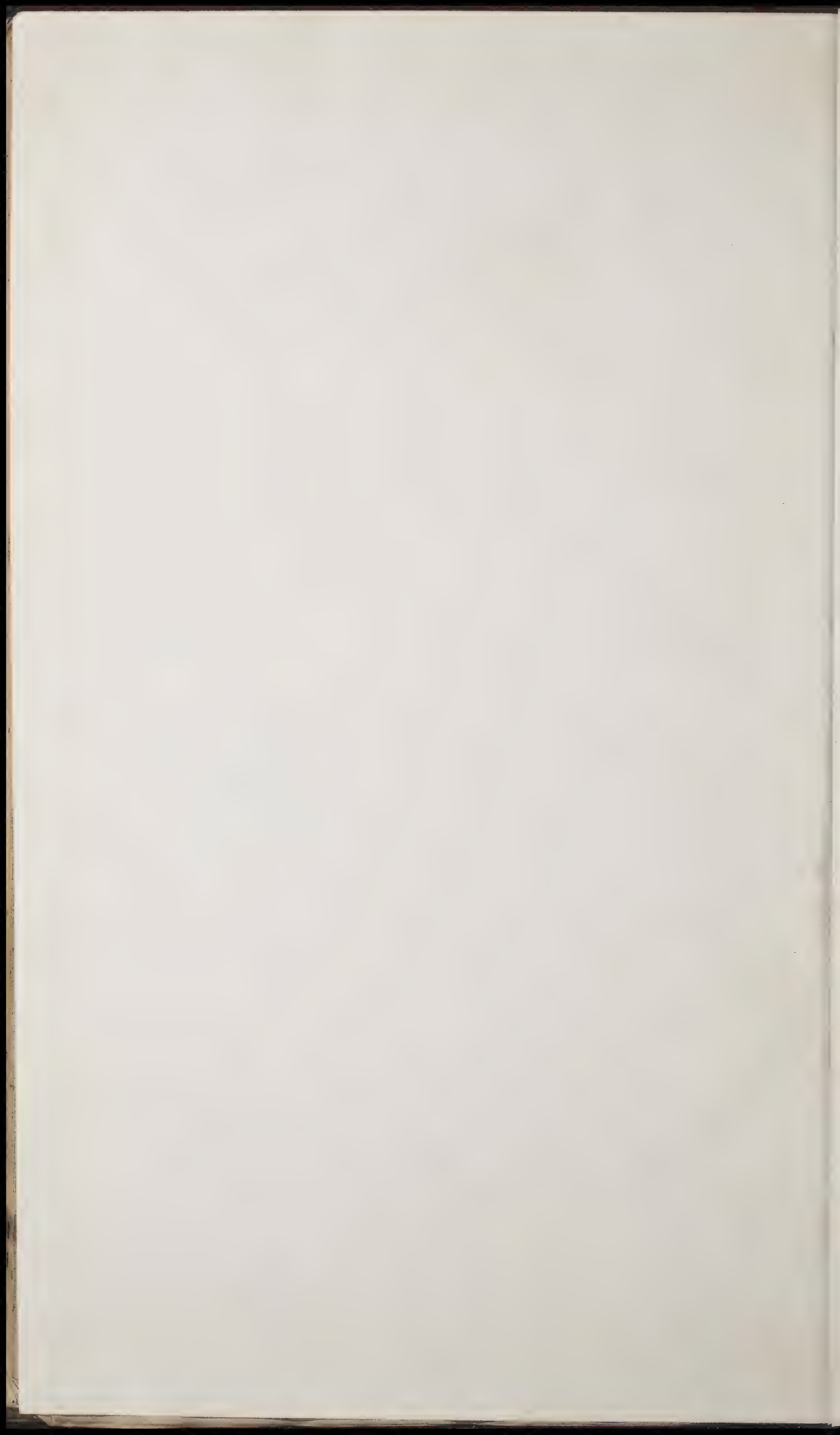


[illegible]

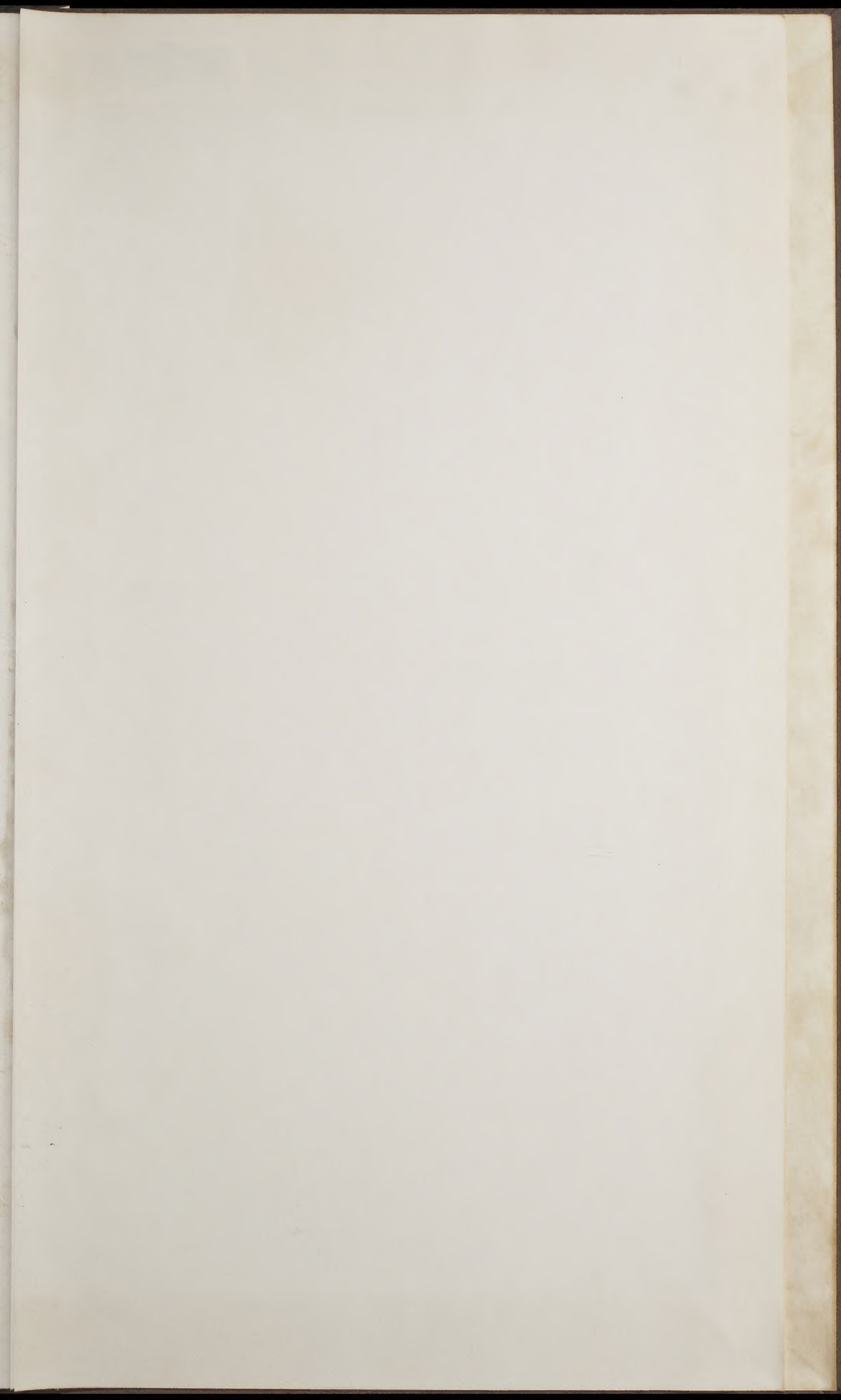


















Phillips Library



3 6234 00172005 4



